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ISSUE 87

JANUARY - FEBRUARY 2020

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We are delighted to welcome *NZ Classic Driver* to Allied Magazines. *NZ Classic Driver* is a much-loved and revered magazine and has given car enthusiasts wonderful reading over many years. We are thrilled to have the magazine join our stable; it is a great addition and a complementary magazine to our other titles.

We are very excited about the future of *NZ Classic Driver*, and promise to continue bringing you all the things you love and more.

The only change you will notice is we are going back to bimonthly, ensuring you receive your classic car fix more frequently, so look out for a new issue at the end of February, April, June, August, October and December. Our March/April edition will be on sale February 27, 2020.

As always we welcome any feedback and love to hear from our readers, so please don't hesitate to get in touch.

Thank you for your love of the magazine, we promise to keep delivering you the best of classic cars in New Zealand.

Charlotte Smith-Smulders, Allied Magazines

EDITOR'S NOTE

As detailed by Charlotte in her introductory words above, although this magazine is now under new ownership, I will be staying on as Editor and all our regular writers and photographers will also be coming along for the ride – including, of course, *NZ Classic Driver's* founder, Allan Dick.

Undoubtedly there will be more changes as we forge our way through and beyond the present transition period, and these will become more evident as the magazine progresses over the coming months. However, all future changes will be to the overall benefit of *NZ Classic Driver* and geared to provide an even better reading experience for all our loyal readers.

Here's looking forward to an exciting year ahead!

Allan Walton

Editor

Changing Times



Un Siècle D'innovation

(A CENTURY OF INNOVATION)

*The year 2019 came with a major milestone for
Citroën, the company that's given us 100 years of
technical innovation and automotive firsts*

Words + Photos Gordon Campbell



André Citroën produced his first car in 1919 – the Type A. As the first truly mass-produced European car, in an age when the manufacturer supplied a running chassis to be bodied by a coach builder, it was unusual in being delivered from the factory complete and ready to drive. The Type A was the first left-hand-drive French car, starting a trend that spread throughout Europe.

Two years later, the 5CV was announced. Barely one step up from the then-popular cycle-cars, it was basic but well equipped with electric lighting and starting. The little car was a big hit. Its 856cc side-valve engine produced 8kW at 2100rpm and was rated at five taxable horsepower. Top speed was a heady 60kph but its fuel consumption of less than 5.6L/100km was very appealing. So was its purchase price – an affordable £195, later reduced to £130 in Britain.

Power was fed through a three-speed gearbox and drive shaft to a pressed steel casing that housed the differential, comprising Citroën's famous double-helical gears, and the axles. A foot pedal operated a brake on the gearbox output shaft, while a handbrake activated the rear wheel brakes. There were no brakes on the front wheels.

Most 5CVs were painted bright yellow and consequently nicknamed 'Petit Citron' or 'Little Lemon'. The Type C2 of 1923 saw minor improvements, including a cast differential/rear axle housing and a third seat set sideways behind the driver. The Type C3 of 1924 was 100mm longer, with a single central rear seat in a configuration known as the 'Trefle' or 'Cloverleaf', a term often applied to 5CVs generally.

Basic, simple and slow the 5CV might have been, but it

Most 5CVs were painted bright yellow and consequently nicknamed 'Petit Citron' or 'Little Lemon'

was reliable and rugged. The first car to circumnavigate Australia was a 5CV, driven by Neville Westwood in 1925. Citroën's advertising boasted that he averaged 6.7L/100km over the 16,000 kilometres with no engine trouble.

The 5CV was the first car offered with a workshop manual and a list of standard technician charges – which may be normal now but was revolutionary back in the early 1920s. It also ushered in a parts exchange service, allowing an owner to take a worn part to the local Citroën agent and swap it, plus cash, for a factory-reconditioned replacement. Credit sales also took off at about this time, and Citroën started France's first rental car company in 1921.

The 5CV was still selling well when production was stopped, but its wooden body frame didn't suit Citroën's new assembly line methods. In Britain, that left the market wide open for its main competitor, the Austin Seven.

TRACTION AVANT

March 2019 marked the 85th anniversary of the Citroën 7CV Traction Avant. It's hard to credit what a revolution it was, even though there was nothing in the 'Traction' that hadn't been seen before; front-wheel drive, torsion bar suspension, unitary body, rack and pinion steering, overhead valves, flexible engine mounts and hydraulic brakes weren't new.





A gambler, brilliant innovator and showman, Citroën was the first person to use sky writing for advertising, and he used 250,000 light bulbs to have his name in lights on the Eiffel Tower

What made the car so extraordinary was that it combined them all in one dramatically styled, low-slung car that rendered almost every other car obsolete overnight. André Citroën asked his designers for a modern miracle, and that's what they gave him.

A gambler, brilliant innovator and showman, Citroën was the first person to use sky writing for advertising, and he used 250,000 light bulbs to have his name in lights on the Eiffel Tower. Regrettably, he didn't get to see the success of his modern miracle, let alone later ones like the 2CV and DS. Having got into serious financial difficulties, his company was taken over by Michelin and he died on July 3, 1935.

The Traction was the first European car to have an all-steel roof, and one of the first cars with suspended foot pedals as well as flexible engine mounts (using a Chrysler patent). The French government was so impressed by the 7CV that it made hydraulic brakes mandatory on all French-built cars.

So far ahead of its time that it only began to look dated 20 years later, the 7CV (or 7A) was a modest performer. Its 1303cc engine produced just 24kW at 3200rpm, taking the 900kg car to a top speed of 95kph. It was joined by the 11CV (11A), a larger car with a 34kW engine of 1911cc, and the 11AL, which had the bigger engine in the small body. It wasn't that simple – the plethora of French versions can easily fill a book, but that's roughly how it happened at Citroën's factory in Slough, England.

Citroën started selling cars in Britain in 1919 and built them at Slough from 1926. Most Citroëns sold in New Zealand were built there until the factory closed in 1965. Slough cars are easily identified by their wooden dashboards with Smiths instruments, and leather upholstery.

The smaller car and big engine combination was renamed the Light 15 in Britain and 11 Légère in France. The Big 15 (11A or Normale in France) was exactly what the English name implies – a bigger version of the Light 15.

The Traction Avant's handling became almost legendary, thanks largely to its low build. In 1948 *The Motor* said the 11CV could corner at speeds no sports car would be ashamed of, and it was a car that left the driver unfatigued even after covering big mileage; a car not truly appreciated until hundreds of miles had been covered. A "certain lack of refinement" at low speeds and some engine and transmission noise were noted, along with excellent power and torque. Initially sceptical, *The Motor* was reluctant to return its test car.

A six-cylinder Traction became available, and the big news for 1952 was a new boot lid that increased the luggage space. Although the 'big-boot' models are often incorrectly referred to as Big 15s, this modification was made to both the Big and Light models. Traction Avant production at Slough ended in 1955, while the last French one rolled off the line in 1957, 33 years after the first.

By then it looked distinctly old-fashioned, particularly since the other-worldly DS had been introduced in 1955, but there was still a market for the Traction. The last major change was when the Six became the Big 15-Six H (Hydraulique) in 1954, being equipped with a prototype of the hydro-pneumatic suspension system to be fitted to the DS. On the Six, only the rear suspension was hydro-pneumatic, enabling Citroën to do real-world testing of the system while the DS19 was under development.





Allan Inch's 1922 5CV

Well known as New Plymouth's Toyota agent for many years, Allan has an impressive and diverse car collection that numbers several Citroëns, including two 5CVs. All of his cars have one thing in common – they are presented in showroom condition. His yellow 1922 5CV is thought to be New Zealand's oldest Citroën.





A hydraulic pump, reservoir and pressure accumulator were installed in the Six engine bay, and hydraulic lines ran back to combined piston/sphere units at each back wheel. Each rear wheel was mounted on a trailing arm with no need for an axle, so the rear suspension was fully independent. The piston rod was attached to the underbody, and the sphere to the trailing arm. The nitrogen gas in the sphere was separated from the fluid by a rubber diaphragm. As the wheel moved up the piston exerted pressure on the nitrogen in the sphere, and the gas became progressively harder to compress. This provided 'rising rate' suspension supple enough to absorb small bumps, while providing increasingly resistant cushioning over larger bumps. Damping was achieved by including two-way valves in the piston's cylinder. The system seems complicated, but it's actually deceptively simple. However, fine engineering tolerances are critical.

The front suspension was softened to match the rear by extending the torsion bars, while the engine was uprated to produce 60kW at 4000rpm. A Citroën

employee famously demonstrated the ability of the hydro-pneumatic suspension by opening a bottle of champagne and pouring three glasses without spilling a drop while the car travelled over a winding rough road at 75–80kph.

TOUTE PETITE VOITURE

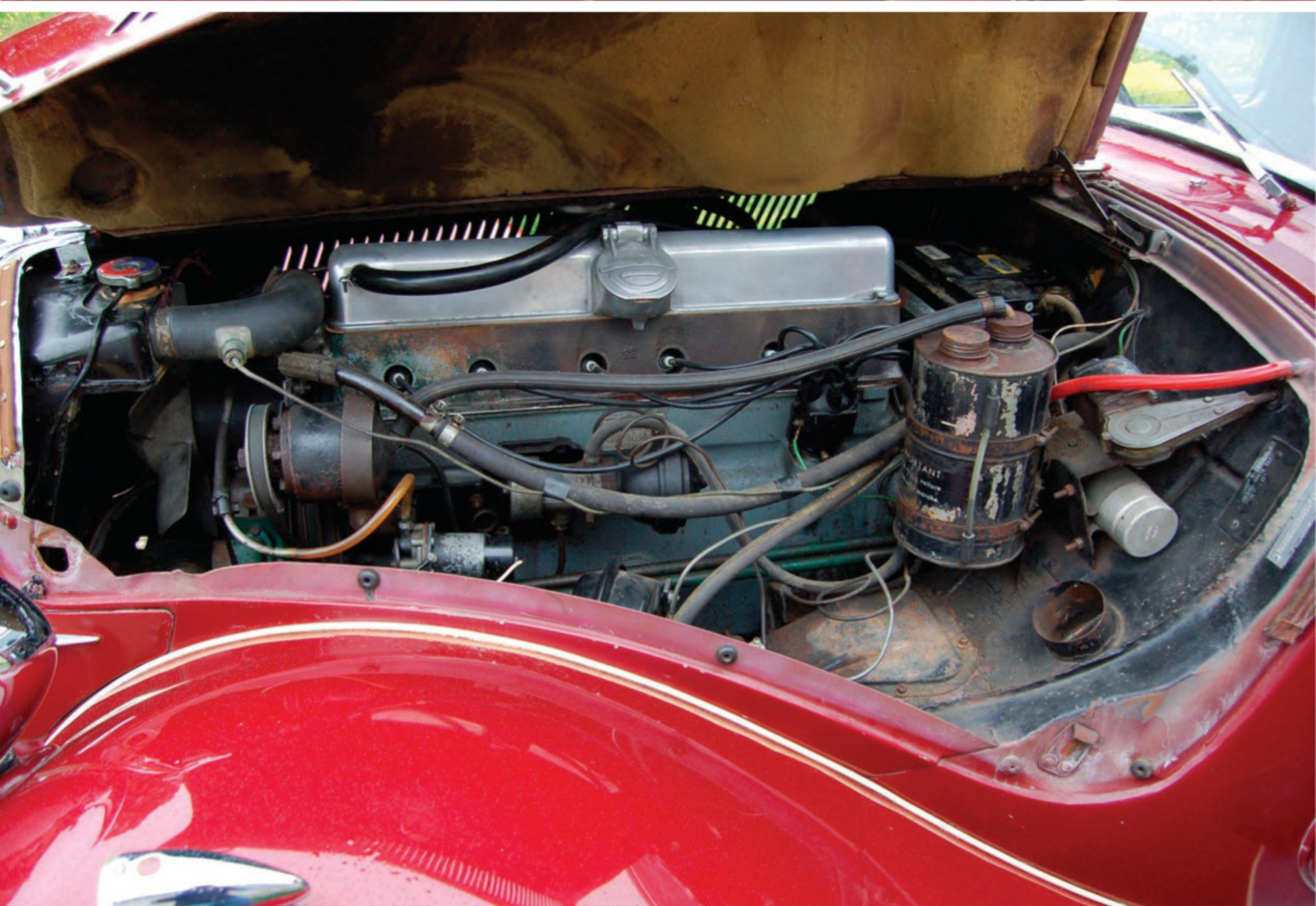
We all know the 2CV was designed to carry a basket of eggs across a ploughed field without breaking any of them. In fact, Pierre-Jules Boulanger, the Managing Director of Citroën, told his Chief Engineer, Maurice Broglie, to design a 'motorised pony cart' for people with no driving or mechanical experience.

Boulanger wanted 'four wheels under an umbrella' to carry two peasants plus 50kg of farm produce at 50kph without using more than 3L/100km of petrol. It had to transport its passengers in comfort without breaking one egg in that famous basket, and the price had to be one third of a Traction Avant's. Broglie told his boss it was the most unreasonable specification he'd ever been given.

Christine and Ray Savage's 1953 Big 15

Ray is a second-generation Citroën enthusiast, influenced by his father and Max MacKay, the eccentric owner of Waimate Motors, the Citroën agency in Manaia, South Taranaki. Ray and Christine are the current custodians of the 1953 Big 15-Six H that Ray's father bought in 1970. Until recently it was the only one in New Zealand. They also have a 2CV and a C5.





Meeting the specification required a special man – André Lefebvre, the brilliant former Voisin designer and racer who had considerable influence over the Traction Avant's design and was later responsible for the Citroën DS.

The prototype TPV (Toute Petite Voiture – very small car) had a water-cooled flat-twin engine. Lefebvre used the minimum possible number of parts to reduce weight and cost. There were no window winders, no electric starter, just one headlight and the seats were hammocks strung from the roof. The French government approved the prototype in August 1939, but World War II delayed its introduction by almost 10 years, and the version displayed at the Paris Motor Show in 1948 was very different. Alloy body panels had become steel because of cost, the engine was air cooled, and Flaminio Bertoni, who later penned the DS, had redesigned the body to make it less like a garden shed on wheels. Deck chairs replaced the hammock seats.

The motoring press ridiculed the little car but the public loved it. In no time the waiting list stretched to two and more years.

The 2CV's engine was a marvel of clever design. The dynamo rotor was part of the crankshaft and its shell was rigidly attached to the crankcase. There were no dynamo bearings to wear out and less clutter around the engine. A points set on the end of the camshaft provided set and forget ignition timing.

However, life in the slow lane has its own charms – the engine's smooth purr denies the old saying that silence is golden and, after all, beauty is only skin deep

Fine machining tolerances allowed the engine to be assembled without gaskets. Designer Walter Becchia's attention to detail extended to boring each end of the crankshaft to lighten it. Remarkably, he designed this legendary engine in just six days! Presumably he rested on the seventh. He designed it to run flat out for hours on end, year in, year out, with only basic maintenance.

The obsession with lightness and simplicity included the body and running gear. The wheels were mounted on large curved arms pivoted on cross tubes that doubled as strengthening members. The suspension consisted of a longitudinal, horizontal, enclosed spring unit on each side of the car under the floor. The front and rear wheels on each side were linked via the spring unit, giving an amazingly comfortable ride. The body, comprising few complicated pressings, was easy and cheap to make. There was no roof on the early models, just a canvas top from the windscreen to the back bumper, with a fixed back window.

Inside, 'Spartan' hardly described the earliest 2CVs. Seats consisting of pipe frames with rubber cords covered in canvas were easily removed to serve as picnic chairs. The speedometer was attached to the windscreen pillar and its cable drove the windscreen wipers. The only other gauge was an ammeter. There were no indicators, heater or fuel gauge. A novel feature was a steering column stalk for the lights and horn.

Several derivatives were developed, including the popular Fourgonnette van. The fibreglass-bodied Bijou coupé was briefly built at the Citroën works in Slough, England. The Dyane was supposed to replace the 2CV but, ironically, the 2CV outlived it by six years. Only the French could have produced the weird-looking Ami with its Anglia-style back window. The Mehari, a Jeep-like vehicle with plastic panels, was more of a soft-roader, but the later 4x4 version could climb almost anything. The square FAF was designed for assembly in under-developed countries. All were based on the 2CV, which outlasted them all.





Dale & Bob Greenbury's 1985 2CV

The Greenburys are relatively new to Citroën ownership, although Dale's brother, Graham O'Sullivan, has been an enthusiast for more than 50 years. Dale fell for a 1999 Xsara coupé in 2003 and Bob surprised her that Christmas by giving her the keys to it. It wasn't long before he bought a late-model C5, and two years ago the couple bought Charlie, their immaculate 1985 2CV Charleston.

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At rest, it would sink to its lowest setting, giving the appearance of a basking shark

The 2CV was described by *The Motor* as “a vehicle with almost every virtue except speed, silence and good looks”. However, life in the slow lane has its own charms – the engine’s smooth purr denies the old saying that silence is golden and, after all, beauty is only skin deep.

THE TECHNOLOGICAL MARVEL

If the Traction Avant was a show-stopper in 1934, the DS could have dropped from outer space onto the Citroën stand at the Paris Motor Show on October 6, 1955. The world hadn’t seen anything remotely like this car, and it caused an absolute sensation. Twelve thousand people ordered new Citroëns on the first day of the show.

Dramatic, other-worldly looks were only part of the story. Its mechanical specification was mostly avant-garde as well. The suspension was the most radical feature, being hydro-pneumatic and powered by a high-pressure engine-driven pump. This system gave an out-of-this-world ride and allowed the car’s ride height to be adjusted. At rest, it would sink to its lowest setting, giving the appearance of a basking shark. The suspension system was largely forced on the designers, as the Traction Avant’s suspension was considered to be too harsh, and torsion bars that matched the hydraulic ride would have been twice the length of the car.

The clutch and brakes were operated by the hydraulic system, and the DS was the first production car to have disc brakes – on the front only and in-board to reduce unsprung weight for improved ride and handling. There was no brake pedal, just a rubber button on the floor. The hydraulic system included valves to distribute the front and rear braking forces depending on the load, and to keep the car level no matter what the load.

The dashboard was fairly conventional, although it was made of plastic when most contemporaries still had painted metal. The steering wheel sprouting from it was anything but normal – its one curved spoke was a continuation of the steering column, and this became a long-standing Citroën feature. British versions had typically conservative wooden dashboards and leather upholstery.

Even the body construction was unusual. A skeletal body frame was attached to a strong platform chassis, with the non-structural exterior panels bolted to the skeleton. As Rover learnt with its 2000 model, this system had pros and cons. It was an expensive method of constructing a car. On the other hand, it eliminated the expense of special tooling needed to build a monocoque body. Repairing accident damage was exceptionally easy, although the cars had a disconcerting tendency to fly to pieces if they were involved in a major crash.

At the time, the DS bonnet was the largest single aluminium panel ever used on a car, and the fibreglass roof was unpainted on the early cars. These panels, along with frameless side windows and thin pillars, reduced weight and kept the centre of gravity as low as possible. Keeping the weight low and a wheel at each corner dramatically improved handling and safety.

The DS was designed to be fitted with the new Michelin X radial tyres. The rear track was 200mm narrower than the front. An early form of negative off-set steering meant it automatically self-centred if a front tyre suffered a blowout and eliminated kick-back through the steering wheel. It also reduced the turning circle, a marked improvement over the Traction Avant.

Only the power train didn't match the rest of this technological tour de force. Problems with a proposed flat-six air-cooled engine and an automatic transmission meant uprated versions of the Traction Avant's engine and gearbox had to be used, although the gearbox finally got four speeds. The engine showed its age with a lack of smoothness that was out of step with the rest of the car's specification. In the 1960s *The Motor* magazine found that, while the Citroën's top speed nearly matched the Rover and Triumph 2000, engine noise was the most obtrusive part of an otherwise effortless performance. Acceleration from 0 to 50mph in 11.3 seconds was in the Ford Cortina 1500 class.

In 1956 *Road & Track* magazine said, "It is difficult to be completely objective about the DS19. Not even the most unimpressible automotive analysts could concentrate long on any weak points when confronted with such an array of automatic gadgetry. But gadgets per se count for little in our book when they are merely extra-cost contrivances tacked on to catch the public eye or compensate for poor design. That is why the automatic devices on the Citroën are of special interest – they are each an integral part of a new design concept intended to reduce driver effort to an absolute minimum. Their success is not entirely unqualified, but the car as a



whole is a brave and estimable effort to break the fetters of convention and give the public something safe and comfortable in transportation."

Gordon Williams wrote in *The Autocar* that "This is a car that will have a profound effect on world technology," and John Bolster of *Autosport* said it was "a startling machine that renders half the cars of the world out of date." Technical Editor of *The Motor*, Laurence Pomeroy, described the DS as "one of the biggest advances in production car design in the whole history of motoring." Another writer said a Citroën was the only car that looked stationary at 120mph.



The DS was the first motor vehicle to win first prize in the prestigious Milan Triennial Exhibition of Industrial Architecture and Design.

A luxurious Pallas model was introduced in 1965. Four headlights became standard in 1967, the inner pair linked to the steering and turning with the front wheels for vastly improved night driving. In 1969 the DS became the first mass-produced French car fitted with fuel injection.

The final iteration, the 1973 DS23 Pallas produced 97kW at 5250rpm from 2347cc, to give a top speed of 190kph. Over its lifespan the DS sold well, with slightly less than 500,000 examples rolling off the assembly lines, plus another 750,000 of the cheaper ID model.


Citroën also introduced another innovation – ‘Contrôle Citroën’ – in which trade-in Citroëns were given a thorough overhaul and offered for sale with a factory warranty, pre-dating Toyota’s ‘Signature Class’ by about 50 years.

MODERN TIMES

Around the end of last century Citroën went through a ‘normal’

phase, when their cars weren’t in any way revolutionary, to the intense disappointment of the quirky brand’s many fans. The company bounced back with a return to hydro-pneumatic suspension with the distinctively styled C5 and C6 models. The C6 was the spiritual successor to the DS, being full of high-tech equipment such as a digital ‘heads-up’ speed display, a rear spoiler that rose at higher speeds to provide extra grip for the rear wheels and an advanced ‘Hydractive’ suspension system.

In more recent times, Citroën has continued to offer vehicles that are obviously Citroëns, and it has yet another version of its famous hydro-pneumatic suspension, although it’s very close to a conventional system.

The instantly recognisable double-chevron trademark has been a symbol of technical innovation and excellence for a hundred years. For most of that time, Citroën has given a cursory nod to convention while travelling its own road. Vive la différence! 

[Many thanks to the owners of the cars featured here – all are members of the Taranaki West Coast Citroën Car Club.]

The DS was the first motor vehicle to win first prize in the prestigious Milan Triennial Exhibition of Industrial Architecture and Design

Stuart Craig’s 1968 DS20

Stuart is another second-generation Citroën enthusiast, also because of his father and Max MacKay. The blue semi-automatic 1968 DS20 is one of numerous Citroëns Stuart owns, ranging from a pre-war Light 12 Coupé to a couple of XMs. He recently imported a Big 15-Six H project car, bringing New Zealand’s total population of these rare cars to two of the 76 built in right-hand drive.



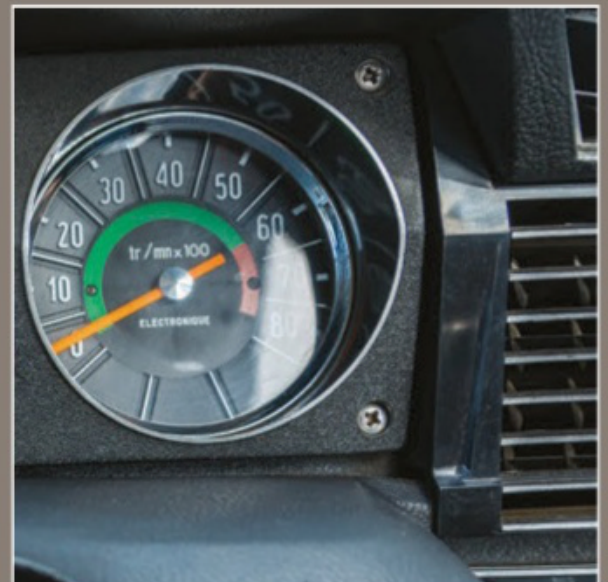


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Purchased brand new in New Zealand, this Safari DS23 is a genuine time capsule classic, its remarkably good and totally original condition down to the care taken by the Kiwi couple who owned this car for the first 40 years of its life

Words Allan Walton Photos Stephen Perry



The relatively small number of cars that plied the roads of the small English town I grew up in during the early 1960s were mostly the rather dull British saloons so prevalent during that time. A Zephyr or a Sunbeam Rapier was regarded as being something rather exotic, and even the new MGBs – usually driven by flat-cap, duffle-coated, pipe-smoking gents – were rarely seen. The odd lawyer or doctor from the more affluent end of town might occasionally be spotted wafting by in their Bentley or, in at least one case, a huge Pontiac Laurentian. Catching a glimpse of a Jaguar or an Aston Martin was a once-in-a-year occurrence, while the chances of coming across a fancy Italian Alfa Romeo or Ferrari was about as likely as going out tomorrow and finding yourself parking alongside a Bugatti Chiron at your local PAK’nSAVE.

So, I can remember quite distinctly spotting my very first Citroën DS even though I would only have been eight or nine at the time. Resplendent in a coat of pale blue with a white roof, there it sat – like something out of a 1960s science fiction movie – at the kerbside. In hindsight, it must’ve been an earlier model as it still had open headlights; those later, iconic enclosed headlights that swivelled around with the steering, made their debut on the 1968 models, around 5–6 years before I spotted ‘my’ Citroën. The car was already drawing a crowd of admirers, mostly young schoolboys such as myself, and I can’t even begin to imagine how the DS must’ve looked to those who were around when it was first unveiled at the Paris Motor Show in October 1955.

Evidently it made a major impression on an awful lot of people, as Citroën took no less than 12,000 orders – on just the first day of the show!

Many years later, I found myself driving a DS at the head of a friend’s wedding procession, with his soon-to-be wife in the rear seat of the car. It wasn’t a task I’d been expecting but rather was pressed into, as the relative originally expected to be at the wheel had begun his celebrations a little too early and was rather the worse for wear.

Sinking into the Citroën’s squishy front seat, I was given a brief beery-breathed lesson on how the car’s column change worked, and the button on the floor was pointed out as being the brake ‘pedal’. With the engine already running, I eventually found first gear, slipped the clutch, and the long nose of the DS rose upwards as we slid out into the traffic. The first surprise involved the car’s steering, super light but very precise, and it took a while for me to get used to it, but by the time I arrived at the church it had grown on me. I was less comfortable with the brakes. Travelling mostly in town traffic, my tyro DS driving skills needed much more practice, and although they never complained, I’m sure both bride and mother were unimpressed by my decidedly erratic braking. However, other than that, the Citroën’s ride was magic carpet-like, especially when compared to the conventionally sprung British cars I was more used to. With the ability to simply glide over road irregularities, it’d be hard to find something

as smooth to drive as a DS. I believe the BBC used Safaris as camera cars during the 1960s as they were the only car to provide a good enough ride to capture action smoothly; this being in the days before Steadicams.

My brief drive with the owner of our featured Safari doubled down on this aspect of the Citroën's abilities as we swept over sleeping policemen at speeds that would have your head bursting through the roof of any other vehicle.

As for the car's looks – well, the DS still has the ability to turn heads and in many ways still seems otherworldly, something that was very noticeable as we photographed our Safari – passers-by simply couldn't resist stealing a closer look at this rather amazing-looking machine.

Even today, 64 years after it first appeared, the Citroën DS is still a truly impressive piece of automotive engineering – its ground-breaking, space-age looks are simply the cherry on top. *Incroyable!*

CONCEPTION ET INGÉNIERIE

The DS was styled by Flaminio Bertoni, an Italian sculptor who later found his true vocation as an automobile designer. As well as the DS, Bertoni also penned the Traction Avant, the 2CV, the Ami 6 and the cute H van with its corrugated side panels. André Lefèbvre, who worked as an engineer for Voisin and Renault, engineered the DS while that unique hydro-pneumatic suspension system was the invention of Paul Magès who joined Citroën in 1936 as a technical draughtsman. His first major automotive work would be on the 2CV's suspension setup. Magès followed up his work on the DS with the later development of the DIRAVI speed-sensitive power-steering system that first saw the light of day in the Maserati V6-powered Citroën SM.

Usually referred to as the 'Goddess' – a term derived from the pronunciation of 'DS' being the same as the French word for goddess,

déesse – the car as originally launched in 1955 was simply packed with innovative thinking. The car's unique hydro-pneumatic system not only powered the usual braking and steering, but also worked the car's clutch, the transmission and, of course, Citroën's unique self-levelling full independent suspension – the closed hydraulic system being pressurised to 2490psi by an engine-driven pump. This suspension setup had been trialled earlier by Citroën on a Traction Avant.

On the first cars, Citroën specified the use of a vegetable oil for the system, the so-called 'red' hydraulic fluid. However, due to its water-absorbing (hygroscopic) characteristics, this type of fluid increased the possibility of pressure loss due to seal deterioration, especially in cars that were used infrequently. As a result, in 1967 Citroën switched over to a new LHM, mineral oil-based fluid that wasn't as damaging to the seals within the system. This later fluid was incompatible with the seals used on the previous models, so switching to the new fluid was not possible for owners of earlier cars. Citroën signposted the difference by using a green dye for the LHM fluid and all parts of the DS' hydraulic system, previously painted black, were now painted green.

DETAILS SPÉCIAUX

In the cabin, other unique features included the steering wheel that appeared to sprout organically from the dashboard on a single 'shoot'. Quite remarkable. And as we strolled around our featured Safari, the owner pointed out some of its many novel features. These included the lift-up seats that are normally hidden under the flat floor of the car's load bay. This bay, long in itself, can be further lengthened by simply dropping down the rear tailgate. A second registration plate allows the car to be driven legally with the rear door open, clever.

Another special feature that further illustrated just how much



attention Citroën paid to every last little detail is the front bar of the factory-fitted roof rack. Made from aluminium to keep weight down to a minimum, a close inspection of the front bar shows that it had been manufactured to resemble a long stick of twisted barley sugar. This twist in the bar is designed to cut down wind noise when cruising along – just one little detail that marks this Citroën out as being something rather special.

VARIATIONS DE MOTEUR

Despite all its innovative technical specifications, there was one area where the DS was rather less cutting edge – its engine. Citroën's initial concept was to power the DS with an air-cooled horizontally opposed engine, rather like that of the Porsche 911. However, the proposed

flat-six engine never appeared and instead Citroën were forced to fall back on the old-fashioned overhead valve four-banger as used in the 11CV Traction Avant. This 1.9-litre engine was hardly going to set the performance world alight, producing a mere 56kW. This 1930s motor was made to look even older by mating it to the newly developed hydraulically operated four-speed semi-automatic gearbox fitted to the DS – a fully automatic transmission would not be available until 1971 for the DS21 and 23.

A new 1985cc engine appeared in 1965 for the DS19a, with the 2.1-litre DS21 model arriving the same year. The final DS23, introduced in 1973, was fitted with a 2.3-litre engine, with either carburettors or fuel injection, the latter being the most powerful version with 105kW on tap. The DS23 estate versions had to make do with carburettors.



CITROËN DE MASERATI: THE SM

During the early 1960s Citroën began to think about producing a high-performance version of the DS, but despite having developed and built several concept cars, the project wouldn't begin to really take form until 1968. In that year Citroën took control of Maserati. This acquisition gifted the French car maker with an engine suitable for powering a sports coupé. Two cylinders were sliced away from Maserati's quad-cam V8 to produce a 2.6-litre V6. Combined with self-levelling suspension, self-centring speed-sensitive power steering and hydro-pneumatic brakes, the resulting grand touring car made for an interesting marriage between the two marques. The Citroën SM (the SM is usually thought to stand for 'Système Maserati' or 'Sports Maserati') was officially unveiled at the 1970 Geneva Motor Show. The V6 engine was fitted with fuel injection from 1972 while from 1973 the SM received a larger, more powerful 3.0-litre V6 rated at 140kW, up from the original V6's 133kW with top speed rising from 204 to 228kph. These final SMs could also be optioned with an automatic gearbox as well as the more usual five-speed manual 'box. Only ever produced in LHD form, a number of SMs were converted to RHD in the UK and in Australia. Never a big seller, SM production ran for only five years before being dropped in 1975. A lot of the technology developed for the SM would find its way into later models, for instance the DIRAVI steering system developed for the SM would be carried through to the CX, the direct replacement for the DS and a car believed by many to be the last of the true Citroëns. Citroën's partnership with Maserati would also see the V6 engine being used in the Maserati Merak with some elements of Citroën's high-pressure hydraulics being utilised by that car as well as the Khamsin and Bora. The oil crisis of 1973 and the subsequent recession that followed effectively ended the Citroën/Maserati alliance with the French firm sliding into bankruptcy before becoming part of the PSA Peugeot Citroën combine. Citroën's stake in Maserati was subsequently bought out by Alejandro de Tomaso, who took control of the Italian marque in August 1975.

Citroën SM (1970–1975)/Production Totale: 12,920





SUR SAFARI EN NOUVELLE-ZÉLANDE

When Bill and Janet Parsonson were married, their first car was a Vauxhall and later they would also tour around New Zealand in a Mini. However, Janet's first close encounter with French cars would come following an overseas trip to France. Back in New Zealand, the first Citroën they saw would be a DS during the early 1960s. Immediately taken by the car's futuristic appearance and with Janet taking the lead, the couple quickly decided that this was the car for them, and they soon became proud owners of an ID19, an entry-level version of the DS with a detuned engine and minus the pneumatic aids that made the more expensive DS so unique, the car being purchased in Palmerston where Bill was working for Winstone Steel.

Later, they took the chance to upgrade the ID, placing an order for one of the 10 Citroën Safaris that the New Zealand agent planned to import into the country in the early 1970s.

Backtracking a little, the station-wagon version of the DS first appeared in 1958, gaining a multiplicity of names, including Break, Estate, Wagon, Station-Wagon and, in Australia, the term that most Kiwis will be familiar with – Safari. Citroën also produced two other versions of this model, the Familiale with three folding seats located between the front and rear seats (the latter fitted further towards the rear of the vehicle) and an ambulance with a split rear seat so that it could accommodate a stretcher.

Bill and Janet's French-built 1973 model was delivered to them in 1974, having travelled from the factory in France to the UK and thence to New Zealand.

When they ordered the car, they decided on a rather unique option when it came to choosing the car's colour scheme. Normally Safaris feature two exterior colours, bearing in mind that the car's body is essentially a frame onto which all the panels are bolted. The body itself, including roof and rear door, would usually be painted in light grey, while remaining body panels would be painted in another colour. Bill and Janet decided that the roof and rear door should be finished in the same colour, ivory, while the body frame retained the usual shade of grey. Local Citroën enthusiasts believe this colour choice is unique. Details of this paint scheme are noted on the car's original build sheet which, of course, they filed away and kept.

Being careful owners, Bill and Janet immediately took measures to keep their new car rust free by applying a liberal dose of Fishoilene (later, when finally selling the Safari, Bill pointed out that the Fishoilene made the Citroën very popular with the local cats for a few weeks). They also ensured that the car's interior was equally well cared for, immediately fitting covers to all the car's seats and also laying down several carpets on the rear deck to ensure that future loads such as suitcases or camping gear wouldn't scratch and damage the painted floor. These measures proved successful and the Safari's wonderfully soft and comfortable seats still look like new, as does the rear load space with its novel pop-up seats.

If all that wasn't enough, an enviable collection of spare parts for the Safari was assembled and meticulously catalogued, with the date purchased and the price paid for each item carefully logged onto Kalamazoo index cards that also indicated each part's location within the series of storage boxes set aside for the Citroën spares.

PARTIE DE LA FAMILLE

During their time with the Safari, Bill and Janet toured through the South Island with the car full to the brim with their children and camping gear, an easy task for the Safari with its excellent load-carrying capacity. In 1976 they joined the Waikato Citroën Club, and in later years, the couple would continue to prove their passion for the French marque through ownership of a 2CV and a diesel Xsara.


Bringing our story closer to the present day, 2014 to be precise – and by this time with their children having flown the coop and now retired – the Parsonsons had owned their Citroën Safari for four decades. However, they were beginning to find the lengthy Safari a bit of a handful when it came to driving and parking and started thinking about selling the car. It was at this stage that the Auckland-based enthusiast who would eventually purchase the car appeared on the scene. A long-time lover of Citroëns, he had known of the Parsonsons' Safari for some time, and when news filtered





through the grapevine that it might be up for sale he sprang into action. Having arranged to meet Bill, Janet and the Safari, a sale price was negotiated, and keen to ensure that he acquired the car – as the couple's resolve to part with it began to weaken – the new owner confirmed the deal by pulling out his iPad, connecting to his bank account and transferring the dollars into their account on the spot. (Bill and Janet's carefully documented cache of spare parts wasn't part of the deal. However, a month or so later, the new owner was given first option on the parts and they also changed hands. As the Safari's present owner remarked, these spares are part of the car's 'story' and should be kept with it.)

At the time of the Safari's sale, Bill and Janet had owned this gorgeous French classic for 40 years, so quite understandably they were extremely sad to part with a car that had become a part of their family – and the car's new owner recalled how they shed a few tears as their pride and joy was driven away from the kerbside on the way to its new home in Auckland.

While putting together this article, we got in touch with Bill and Janet, who now live in Hamilton, and talked briefly to Bill who shared a few thoughts about the Safari. It was evident that they still miss their Citroën, so we'll be posting a copy of this magazine to Bill and Janet as a memento of the car they loved, drove and cherished for all those years. 

Engine	Four, inline
Capacity	2347cc
Bore/Stroke	93.5mm x 85.5mm
Valves	Pushrod OHV
Max. Power	84.5kW @ 5500rpm
Max. Torque	183.5Nm @ 3500rpm
Fuel System	Weber 28/36DM2
Transmission	Four-speed manual
Suspension	Independent all-round via oleo-pneumatic compression chambers. Double transverse arms and anti-roll bar (F); Single trailing arm and anti-roll bar (R)
Steering	Rack-and-pinion, PAS
Brakes F/R	Disc/drum
Dimensions:	
Wheelbase	3125mm
Track (F/R)	1516/1316mm
Overall Length	5026mm
Width	1803mm
Weight	1435kg
Performance:	
Max Speed	171kph
0–100kph	12.5 seconds
Standing 1/4 mile	18.5 seconds
Average Economy	9.8–14.5 litres/100km (12.7 combined)
Production Totale:	
Safari/Familiale (1958–1975)	93,919







FERRARI MONZA UPDATE

I refer to comments by Richard Sisler and yourself in *NZ Classic Driver* (Oct/Nov/Dec 2019).

See attached three photos, two from the Bob Stenberg Archive, showing the said Ferrari 750 Monza that was owned by Peter Whitehead and driven by Ross Jensen. The third photo, given to me by Ross, shows him with a big smile sitting in the Monza.

Jim Barclay, via email

Thanks for the great shots Jim – and on the subject of Ferrari Monzas, if you check out our news pages you'll see that a new book is about to be printed about Ken Wharton. AGW



Ardmore Jan 12, 1957 – Ross Jensen's Ferrari Monza (#18) flanked by Reg Parnell's Ferrari Super Squalo, and Horace Gould's Maserati 250F (chassis #2514) (Photo Bob Stenberg Archive via Jim Barclay)



Ardmore Jan 12, 1957 – Ross Jensen stands behind the Monza, with Peter Whitehead's Ferrari and Gould's 250F also in shot (Photo Bob Stenberg Archive via Jim Barclay)



Ross Jensen at the wheel of his Ferrari 750 Monza, 1957 (Photo Jim Barclay)



SAAB'S RALLY EXPERIENCE

I read this feature on the Saab 96 (*NZ Classic Driver* Oct/Nov/Dec 2019) with interest.

However, there is an error when the article refers to the inaugural Silver Fern Rally as being won by "Australian Grady Thomson". Grady was a Kiwi and ran Rimmer Thomson Motors in Ghuznee Street in Wellington during the early 1970s. I worked just up the street from them and they were pretty much the go-to guys for anything exotic in the capital at that time. Grady's partner was Rick Rimmer who was a Kelburn boy (as was I). They had some great cars! Sadly, Grady passed away not that long ago though I remember seeing him regularly throughout the Wellington Street Race days. Even in the 1960s though, to win a rally in a V8 Monaro was something of an achievement as such a car would have been considered an unlikely choice of vehicle!

Love your publication.

Ian Nott, via email

Thanks for the correction Ian, we try to get our facts right but sometimes the odd error slips through. AGW



GOLDEN HOLDEN

I enjoyed the write up on Grahame Harvey 96 (*NZ Classic Driver* Oct/Nov/Dec 2019) and look forward to Part 2.

I was especially interested in the section about the Golden Holden as this car was originally

owned by Ray Olenius who was, as stated in the article, a train driver. The motors on the FJ were lacking in power and also the cars were quite heavy so in original form they would have been hard pressed to have enough power to pull a sailor away from your sister. However, Ray got Grahame to do some work on the FJ (lowered it, fitted a hot cam, carbs, etc.) and it went reasonably fast.

Ray was one of a group of us that included myself, Roy Harrington plus a few others who usually drove to hillclimbs and race meetings in convoy so we could help each other out. I had a drive of Ray's car and it inspired me to buy an FJ off Garry Pedersen that he had done some work on with the intention of racing it before he went on to other projects.

When Ray decided to go 'all out' with some full race modifications he got Grahame to start serious work on the car. Grahame then worked out a deal for them to go into it together, sharing expenses and drives. The mods were as detailed in the article. When Ray's turn to drive came up it was at the Mt Maunganui street race (this was before Bay Park was built). In the race Ray drove well but the crank broke (a fault with those motors when hotted up). After that Ray couldn't really afford to keep putting money into the venture so Grahame bought out his share and continued racing the car.

I had a ride in the Holden with Ray when it was fully modified and wrote a 'road test' report for the car-club magazine. It certainly was a rocket ship!

When it was being built, Grahame – whose workshop in Ōtāhuhu was close to where I worked with Roy Harrington – he generously gave me the aluminium-finned front brake drums as he was fitting disc brakes, and also swapped the wide rims on the car with my



Ray Harrington and Richard Sisler with the FJ before the major mods. Mt Maunganui street race, 1963

standard ones as he was sending rims away to be widened further to take the racing rubber they were going to use. The standard brakes on the FJ certainly needed every bit of help as I found after three laps at Pukekohe. Even with race linings, they faded and you needed a Charles Atlas-like leg and tight underpants to brake at the end of the back straight, hoping it slowed enough to get around the hairpin corner! The Golden Holden would certainly have needed the disc brakes that Grahame fitted.

The Elfin 400 that Grahame purchased and drove was a beautiful car, and his races against Gary Pedersen, Jim Boyd, John Riley and Baron Robertson were fantastic to witness, in both sight and sound. Close racing and all outstanding drivers.

Ray recovered financially and went on to race the ex-Garth Souness Corvette-powered 1932 Ford coupe, an XU-1 Torana in the Castrol series, an Escort BDA, a Lotus sports car and a few other cars. Ray was a very good driver in the day.

Richard Sisler, via email

Thanks, once again, for an interesting and informative letter Richard – and I did enjoy reading your brief report on the Golden Holden. AGW



ALL GRIFFIN, NO BULL

I refer to your book review of *Vauxhall: Britain's Oldest Car Maker* (NZ Classic Driver, May/Jun 2019).

Here in Blighty, Vauxhall have a current advertisement with the headline of "All Griffin, No Bull". Well, even being an old Wyvern man myself, after seeing the title of that book, I'm not so sure – there might just be a touch of the Taurus after all.

The following British manufacturers may well dispute the 'Luton limo' being first away from pole position. Makers such as Albion, Argyll, Ariel, Arrol-Johnson, Belsize, Clyde, Dennis, Humber, Lanchester, Maudsley, MMC, Napier, Standard, Star, Sunbeam, Vulcan and Wolseley to mention but a few!

Croydon Parry, London, UK

Vauxhall's claim as Britain's oldest car maker is really dependent upon what year you want to go with – Vauxhall Iron Works was founded in 1857, well ahead of all the companies named by Croydon.



However, the company didn't produce their first car until 1903. Of course, Vauxhall have one advantage in that they are still alive and kicking! We'll leave this one for readers to work out for themselves. AGW



HAWAIIAN PANHARD

I have included a photograph from the Nelson Vintage Car Club's last swapmeet. There were a number of good potential project cars on offer. Two that particularly took my eye were this old but honest MkI Zephyr convertible, the other being a Sunbeam Alpine that was unfortunately sitting on a trailer amid cartons of new parts and surrounded by site tents that didn't allow for a photograph to be taken.

As well, with reference to the picture of the unknown car in the Hawaiian motorsport event photographs sent in by Richard Sisler (*Letters, NZ Classic Driver*, Jan/Feb 2019), in my opinion the unidentified sports car (image #5) this is a Deutsche-Bonnet Panhard 750. It's good that readers like Richard submit these types of photos as I'm sure they are of interest to many.

Don Ammon, Nelson VCC

Don sent in a blurry copy of a Louis Klementaski photograph of the DB Panhard that we were unable to use. Instead we managed to find a better shot online. AGW



Looks like a good restoration project for a MkI enthusiast, especially as convertibles are getting harder to find



DB Panhard 750 and, as can be seen clearly on this photograph, this car was a centre-seater



WHAT IS IT?

Ross Dollimore from Palmerston North sent in this b&w photo, wondering what it was and saying that it was possibly photographed in Wellington. From this angle it looks like the Northland Special, as seen in the colour shot.

MAIL BAG - EMAIL - FACEBOOK FEEDBACK

If you have anything to share about the world of classic motoring, feedback on these pages, or a story we should cover, contact us. Follow us on Facebook, send an email to editor@classicdriver.co.nz, or write to us at: CD Letters, PO Box 1467, Christchurch 8140

UPCOMING EVENTS ORGANISERS!

If you'd like your event to be featured on these pages, email details to: editor@classicdriver.co.nz

CLASSIC CAR MEET HAMILTON

WHEN: FIRST SUNDAY OF EVERY MONTH

WHERE: CLASSICS MUSEUM, 11 RAILSIDE PLACE, HAMILTON

All makes and models welcome including Japanese and hot rods. Includes automotive-only classic-car boot sale. Conditions apply. Buffet breakfast available from 8.00am to 10.00am. Cash prizes and giveaways each month. For more info, contact Richard, Ph 021 205 3863 HVCCC

CAFFEINE & CLASSICS

WHEN: LAST SUNDAY OF EVERY MONTH

WHERE: SMALES FARM, AUCKLAND

Caffeine & Classics is a FREE monthly classic vehicle meet open to all classic vehicles, including classic and vintage, hot rods, muscle cars, and motorcycles. Any vehicle at least 30 years old is welcome, and newer vehicles that are scratch-built, obscure or exotic also welcomed. Food and coffee available and the laid-back atmosphere is the perfect way to spend your Sunday.

VINTAGE WEEKEND WHANGANUI

WHEN: JANUARY 17–20

WHERE: WHANGANUI

With a Jazz Cruise on the Waimarie paddle steamer, a farmers' market, vintage fair and a soapbox derby, this popular event provides fun for all the family. You can even experience some real heritage flying in the 1945 Douglas DC-3 on a 30-minute flight over Whanganui. For more info, visit: vintageweekend.co.nz

CRUISE MARTINBOROUGH 2020

WHEN: JANUARY 23–26

WHERE: MARTINBOROUGH

Daily car cruises, live entertainment, experience a real US-style drive-in movie, and of course there's always the highly popular twilight drags. Open to all sorts of hot rods, classics and American muscle cars. Classic car and caravan combos are also welcome. For more info, visit: cruisemartinborough.co.nz

RODDERS BEACH FESTIVAL 2020

WHEN: JANUARY 24–26

WHERE: ŌREWA, AUCKLAND

Taking place over Auckland's Anniversary Weekend, the Rodders Beach Festival 2020 marks the event's 11th anniversary, and Hibiscus Rodders Club president Shane Bennett and show organiser Sharon Morris are keen to surpass the record-breaking \$60,000 raised by 2019's show for the Auckland Rescue Helicopter Trust, making Hibiscus Rodders the Trust's top community donor. Registration is open to all American origin cars, caravans, motorbikes, trikes or any pre-1978 vehicles of any origin. Anyone with a vehicle outside of this criteria can email a photo of their vehicle for approval by the show committee. Car owners can pre-register at: roddersbeachfestival.co.nz The Rodders Beach Festival traditionally attracts hundreds of classic and hot rod vehicles from throughout the North Island, with tens of thousands of spectators coming along to enjoy the sights and sounds, live entertainment and contests.

THAMES WINGS & WHEELS

WHEN: JANUARY 25

WHERE: THAMES AIRFIELD, NGĀTI HIGHWAY, THAMES

In conjunction with the Hauraki Aeroclub and the Thames Branch of the VCCNZ, this event will feature a static display of aircraft and vehicles. Everything from vintage and classic cars through to modern electric vehicles and bicycles will

be joined by a display of all manner of aircraft and other machinery. With live music, food stalls, a BBQ and ice cream vendors on site, there's plenty to keep the whole family entertained. Entry \$5 per person or \$10 per family. All funds raised will be for the Thames Air Cadets. Gates open 10.00am to 4.00pm.

For more info, visit the event's Facebook page.

GEORGE BEGG AT CLASSIC MOTORCYCLE MECCA

WHEN: FEBRUARY 2020

WHERE: CLASSIC MOTORCYCLE MECCA, INVERCARGILL

A legend is coming home. Classic Motorcycle Mecca, the leading motorcycle collection in the Southern Hemisphere, will soon be home to a world-class display that pays homage to George Begg, a motorsport icon of the 1950s through to his retirement in 1974. The George Begg exhibit will bring Begg's incredible story – one of taking on the world, and winning, all from a rural New Zealand workshop – to the public. With vehicles built in Begg's legendary rural workshop, memorabilia from his car-building and motorcycling days and more, it will offer visitors a fascinating insight into how the Southland engineer reached dizzying heights on the world stage. Entry to the George Begg exhibit will be included in admission to the collection, which boasts more than 300 motorcycles including three out of four publicly displayed John Britten bikes, the largest display of Brough Superior south of the equator, Harley-Davidson, Vincent, tributes to icons such as speedway legend Ivan Mauger, Japanese bikes and more. Those visiting Classic Motorcycle Mecca during the annual Burt Munro Challenge will receive the 'first look' at the new exhibit. Visit motorcyclemecca.nz for more information.

BURT MUNRO CHALLENGE

WHEN: FEBRUARY 5–9

WHERE: ŌRETI BEACH, INVERCARGILL

Following the success of the 2005 movie about Burt Munro's inspirational life – *The World's Fastest Indian* – the Southland Motorcycle Club created the Burt Munro Challenge to honour Burt, his ingenuity, determination, and love of speed and motorcycles. The inaugural event was held in 2006, and it has since forged a name for itself as one of New Zealand's major motorsport events, attracting top New Zealand riders as well as all the weekend warriors, all provided with a variety of exciting events, fantastic entertainment, and famous southern hospitality. For more info, visit: burtmunrochallenge.co.nz

LEADFOOT FESTIVAL

WHEN: FEBRUARY 8–9

WHERE: THE LEADFOOT RANCH, HAHEI BEACH, COROMANDEL

A unique weekend that brings together a unique mix of classic cars, vintage motorcycles and motorsport legends. New Zealand racing legend, Rod Millen opens his private grounds at the Leadfoot Ranch to host more than 150 champion and competitive race participants. Kiwi Porsche driver, Earl Bamber, along with former F1 star Mark Webber will also be attending the festival this year.

Visitors are encouraged to dress in period-style clothing and to step back in time for an incredible celebration of motorsport and all things automotive.

For more information, or to buy tickets, visit: leadfootfestival.com

ELLERSLIE CLASSIC CAR SHOW

WHEN: FEBRUARY 9

WHERE: ELLERSLIE RACECOURSE, GREENLANE, AUCKLAND

Auckland's longest running classic car show, including the Intermarque Concours d'Elegance, is always a good day out. Gates open from 10.00am to 4.00pm, with concours results announced at 3.30pm. \$20 entry, children under 12 and parking free. For more info, visit: concours.org.nz

GEORGE BEGG CLASSIC SPEEDFEST

WHEN: 15–16 FEBRUARY 2020

WHERE: TERETONGA PARK, INVERCARGILL

The inaugural George Begg Classic Speedfest is brought to you by the team behind the world-class collections at Bill Richardson Transport World and Classic Motorcycle Mecca in conjunction with the Southland Sports Car Club. The George Begg Classic Speedfest will not only pay tribute to one of Australasia's motorsport legends, but it will also honour Invercargill's reputation as the premier wheeled destination in New Zealand. Spectators and competitors alike are invited to get into the spirit of Kiwi motorsport's heyday and come along, kitted out in their retro gear of choice, to take an experience to the next level. Fun for the whole family, the George Begg Classic Speedfest will be a spectacular weekend of racing and a chance to see what makes this corner of the world different.

HAWKE'S BAY ART DECO FESTIVAL

WHEN: FEBRUARY 19–23

WHERE: NAPIER

Every year thousands of visitors attend this increasingly popular event, dressing up in period attire to admire the vintage cars, jazz bands or just to admire Napier's lovely art deco buildings. For more info, visit: hawkesbaynz.com

NELSON SWAPMEET

WHEN: FEBRUARY 22

WHERE: SPEEDWAY GROUNDS, LANSDOWNE ROAD, RICHMOND

Organised by the Nelson Branch of the VCCNZ, this popular event has always been well patronised by both sellers and the public since its introduction. The swapmeet will be held rain or shine and free off-road parking is available – individual entry is \$5. Park and sell area for vehicles, including driver, is \$10. Seller sites \$15. Gates open at 8.00am. For more info, Ph 03 540 3115/027 590 1042 or email: swapmeetnelson@gmail.com

THE CLASSIC ALPINE TOUR 2020

WHEN: MARCH 27–29

WHERE: QUEENSTOWN

The second Classic Alpine Tour will include touring stages around the Queenstown region, with the public getting a chance to admire the classic cars when they mount a special display in the heart of the town – 'Elegance on the Square'. For more information, visit: classicalpinetour.com

CLASSIC RACING

Jan 18–19 Historic Grand Prix

Bruce McLaren Motorsport Park, Taupō

Feb 1–2 SKOPE Classic

Mike Pero Motorsport Park, Ruapuna Christchurch

Feb 15–16 Southland Car Club Classic Speedfest

Teretonga, Invercargill

Mar 21–22 HRC Legends of Speed

Hampton Downs, Waikato

2020 TAUPŌ HISTORIC GP: JANUARY 18–19, 2020

BRUCE MCLAREN MOTORSPORT PARK, TAUPŌ



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At the suggestion and with the enthusiastic organisational support of Jim Barclay and Tony Roberts, former directors of the long-running NZ Festival of Motor Racing that ran at Hampton Downs from 2010 to 2016, the fourth Taupō Historic GP has been expanded from previous years to also celebrate a dedicated marque of car – Alfa Romeo.

Alfa Romeo will be the first of what organisers of the annual event at Bruce McLaren Motorsport Park intend to be an annual marque celebration, reflecting the tradition of what is now the country's foremost motor race meeting exclusively dedicated to historic racing cars.

Many notable and valuable Alfa Romeos are expected to be on display and on track for the 2020 event, to be held as usual on the Wellington Province anniversary weekend. Included amongst them is the incredibly rare and valuable 1930 Alfa Romeo 6C 1750 Gran Sport Supercharged belonging to the world famous Southward Car Museum.

Along with a collection of racing Alfa Romeos put together by the hard-working committee of the Alfa Romeo Owners Club of NZ, races over the two-day event will include Formula 5000s,



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the iconic stock-block 5-litre V8 single-seater category that dominated single-seater racing in NZ, Australia, the United States and the UK from the late 1960s to 1976; Historic Muscle Cars and Historic Saloon Cars, the FIA Group 2 and Group 5 touring cars that contested the New Zealand Saloon Car Championships in the late 1960s and early 1970s; Formula Juniors and Sports Racing Cars from 1958 to the late 1960s; Historic Formula Ford 1600s from 1967 to 1987; the wild 'Allcomer' Sports Sedans that entertained New Zealand crowds from the 1960s, 1970s and 1980s; and Tranzams, the V8-engined high performance Grand Touring race cars created by the Sports Car Club of America (SCCA) that raced in New Zealand for the NZ Tranzam Championship in the late 1980s, the 1990s and early 2000s.

After being pipped to the Taupō Historic GP title in 2017 by the narrowest of margins by Englishman Michael Lyons (McLaren M26 Ford-Cosworth) and having victory within his grasp – only for a failed gear-linkage bearing forcing him to back off the pace enough to allow Andy Higgins (Lola T332) to slip past for the win in 2018 – 77-year-old Kiwi super-veteran Ken Smith MBE (1976 Lola T332) lifted the 2019 Taupō Historic GP Trophy at his third attempt in January 2019. He will be intending to do the same again this January.


Challenging him will be an entry of four, possibly five, cars from the UK, perhaps one or two from Australia and a good field of fellow Kiwis including Michael Collins (Leda LT24), former series champion Brett Willis (Lola T330) and former



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Formula Ford champion, Kevin Ingram (Lola T332).

Qualifying for January's Taupō Historic GP meeting starts at 9.30am on Saturday 18th with preliminary races for all categories from 12.30pm that afternoon. The racing recommences at 9.15 Sunday morning with the Historic GP race for Formula 5000s scheduled to start at around 2.30pm.

General admission (adult) is \$20 Saturday, \$25 Sunday and \$40 for a weekend pass. The souvenir programme, featuring comprehensive histories of the categories racing, costs \$10. Included in general admission is car-parking (including to the Main Straight embankment) and access to the Pit Lane Complex First Floor Tauhara Suite and rooftop viewing areas, the pit/paddock, and all usual GA spectator areas. 

1. Jim Barclay, 1961 Gemini Mk3A (Formula Junior) (Photo Jim Lester/TWINCAMera Photography)
2. The start of the 2018 Taupō Historic GP race (Photo Jim Lester/TWINCAMera Photography, twincamera@outlook.co.nz)
3. Dale Mathers, 1969 Ford Mustang Boss 302 (Historic Muscle Car) (Photo Jim Lester/TWINCAMera Photography)
4. 1930 Alfa Romeo 6C 1750 Gran Sport Supercharged
5. FIA Group 1 1974 Alfa Romeo GTV 2000 (Photo Nigel Watts)



Words + Photos: Mark Holman

SEEN & READ

Mark talks about his hero Stirling Moss and offers his latest book recommendations

A HERO TURNS 90

Sir Stirling Moss actually reached his 90th birthday back in September and has now essentially retired from public life. However, he remained a fixture on the historic race circuit for over 50 years after the unexplained crash at Goodwood in 1962 brought a premature end to his superb career. I was involved in organising the 60th anniversary celebrations of the fabled Jaguar XK motor at Goodwood in 2008 for which Stirling was one of the celebrity guests, along with Murray Walker and the late Norman Dewis. Sir Stirling devoted every minute of the long weekend to the organisers' programme – including daily Q&A sessions and chauffeuring some lucky punters around the circuit (in the rain) in an ex-works C-type Jaguar. The best part of that incredibly busy period was visiting Stirling for a planning session at his London house – with his Smart car (registered SM7) parked outside. Tea was served by the man himself, and we had trophies and models to admire as well as the voluminous diaries that have been such a help with the preparation of publications like the *Stirling Moss Scrapbooks* with which I was also lucky enough to have a hand.

Long before that, I had admired Stirling Moss racing in period behind the wheel of a Cooper and a Lotus at Ardmere and Levin in the pre-Tasman Series days. Along with thousands of others 'of a certain age', I was a devoted Moss fan from the start of my interest in motorsport in the late 1950s. His desire to race British cars handicapped him for a number of seasons but what a shame we never got the chance to see him race against the coming generation of drivers like Jim Clark and Dan Gurney. I used to save my pocket money to send him Christmas cards. These were always acknowledged with a nice



note on an aerogramme (ask your parents), usually apologising for the fact that he was off racing in South Africa or somewhere and signed by his secretary Valerie Piper.

There's a reason for this nostalgia: Valerie (nicknamed 'Viper') has just written a book about her many years of working with Sir Stirling. Oddly, the book's cover has a photo of Fangio in a 1954 Mercedes GP car, pre-dating the time Valerie worked for Moss. Some of the fact checking is also inadequate; for example, Denny Hulme was not an Australian, Harry Schell was killed in a Cooper in 1960 not a BRM in 1959 and 4WD F1 cars weren't banned after the 1961 British GP. There are plenty of books describing Moss's career in accurate detail but what we have here is an interesting and readable insight into what Moss was like as a person, a boss and a friend.

Few people would have known him as well

or for as long as the Viper and she doesn't pull any punches, with comments on his many years of chasing 'crumpet' and his meanness when it came to salaries and petty cash. Moss, probably the first real professional racing driver, appeared in many adverts in 1950s magazines promoting Lucozade and Craven A cigarettes as well as the usual fuels and oils. He can't have been easy to work for at times with the increasing pressure of his celebrity status and his non-stop racing calendar. Often he seems to have taken advantage of Valerie's good nature when it came to driving him everywhere after he was injured or had lost his licence, or being the unpaid Clerk of Works for his many house-building projects. Obviously, though, she also had plenty of enjoyable and exciting times, with interesting experiences and fascinating people to meet – even though Stirling did try and practise his father's profession of dentistry on Valerie at one stage! I was amazed how young Valerie was during this period: she started working for Moss in 1958, and at the time of his 1962 Goodwood crash (after which she spent many hours by his bedside as he slowly regained consciousness) she was





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still only 22. Valerie eventually left the 'firm' unhappily, but after a cooling-off period they re-established a close friendship that continues to this day. This 328-page hardback has very few photos but it is a fascinating look behind the scenes at the man known to many in his heyday as 'Mr Motor Racing'. [*Ciao, Stirling: The Inside Story of a Motor Racing Legend*. Valerie Pirie. Published by Biteback Publishing, 2019. ISBN 978-1-78590-463-9]

HOWDEN'S BOOK OF THE YEAR – AND MINE!

Stirling Moss built much of his early international racing reputation on his two-and-a-half seasons racing for HWM in the UK and Europe, and I was pleased to see that in his last column for this magazine, Howden Ganley nominated Simon Taylor's new HWM book as his Book of the Year.

This two-volume masterpiece from top Taylor is a must-have for any fan of 1950s motorsport. As well as providing a platform for Moss to demonstrate his talents, the perennially under-funded team from Hersham and Walton Motors enabled others like Peter Collins to launch their racing careers. With the wonderful title *John, George and the HWMs*, this is a marque history as it should be written; based on years of careful research, a superb selection of photos, high quality production values by publisher Evro and a very readable style.

There are 520 pages in all, in an attractive slipcase with lovely Michael Turner paintings on the cover of each volume. Volume One covers the full history of the HWM marque; the cars, the key personalities such as John Heath, George Abecassis and Alf Francis, the drivers and mechanics and every race in which the works team competed. Always operating on a shoestring and depending on prize and starting money this intrepid group never gave up; grinding across Europe in their slow, overloaded transporters and facing far-better-financed opposition. The second volume describes the history of every HWM (including George's dramatic-looking road



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car), each circuit on which a works car raced plus a potted biography of every driver who raced a works-entered HWM from Moss and Collins to Paul Frère and Graham Whitehead. The NZ racing scene also gets a few mentions along the way.

The HWM single-seaters punched above their weight in the early 1950s in F1 and F2 races but by 1954 they increasingly played the role of also-rans, despite the best efforts of everyone concerned. The sports-racing cars continued to be successful for a few more years but came to a sad end with the death of John Heath at the wheel of his HWM in the 1956 Mille Miglia. Virtually all the cars still exist and are cherished; their histories are brought up to date in the book too, along with detailed results tables. At £130 in the UK, this stunning book is worth every penny.

MT PANORAMA

How nice to see a New Zealand driver on the top step of the Bathurst podium after too many years! I was invited to see the race on a very big screen at Gazley Nissan in Wellington, although I couldn't stay until the end so I missed Andre Heimgartner's sad demise after he'd raced so well. The only time I've seen the V8s in real life at Mt Panorama was on an enjoyable Tony Haycock Tour in 2013; I'd love to go back, maybe for the 12-hour GT race next time.

If you want to know how the Mt Panorama circuit came into being (as a supposed unemployment relief project – a bit like the Nürburgring), how its corners got their names, and why it has cemented itself so firmly into motorsport history, John Smailes' new book, *Mount Panorama: Bathurst – The Stories Behind The Legend* [Published by Allen & Unwin, 2019] really should be on your shelves. It's not a race-by-race account but a well-researched and very readable overview of this stunning circuit, running to nearly 400 pages. Although we now think solely of The Great Race, the first touring car race at Bathurst didn't

happen until 1950. Over the years, the circuit (unsealed until 1939) hosted many races for single-seaters, sports cars and motorcycles. All the names are here; from the administrators and organisers to the riders and drivers from the early pre-WW2 days right up to the present-day stars of The Great Race and the 12 Hours. The tragic days at Bathurst are not overlooked but the book also looks to future issues such as the indigenous land claims and the possible construction of a new circuit close by. This is essentially a celebration of a circuit that truly deserves its place on the world stage.

Smailes recently wrote a fascinating book on the London–Sydney marathon rally but he's really excelled himself with this Mt Panorama title. [w](#)

1. One of the first professional drivers; hence the Craven A advert from about 1952. Yes, I even got this signed... (I doubt he smoked much in real life)
2. Moss in the Lotus 18 at Zandvoort, 1960. A lovely clear signature in those days, sent under cover of a letter from Valerie Piper
3. Morning tea with the man himself, 2008. The silver tray is for one of his Nurburgring 1000km victories
4. My show-off photo, sorry! With Sir SM in a London Mews, 2008
5. Speaking of HWMs... the Russell Duell car looking superb at Wigram in 1987
6. The colour and drama of 'The Mountain'-Bathurst 2013



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100 YEARS OF BENTLEY

Words + Photos Allan Dick

As well as it being Citroën's centennial year, 2019 also marked 100 years of a marque that perhaps sums up the glory years of British motoring better than any other – Bentley.

Today, the fact that the company is healthier than it has been at any other time in its history is due to the Germans. However, Bentley's survival is more than just the Volkswagen Group coming to its rescue; it's a long, convoluted and rather remarkable story.

Walter Owen Bentley (W O), along with his brother, sold French cars from a garage in Cricklewood, North London in the period before WW1, but he had a hankering to build his own cars. A superb engineer, he experimented with aluminium pistons (replacing the usual cast-iron) in the engines that powered the famous Sopwith Camel fighters of the RAF. That experiment proved successful.

After the war he made a start on his dream of producing a high-performance car, with the performance being provided by large-capacity, relatively unstressed engines, diametrically the opposite of his great 'French' rival Ettore Bugatti, who scathingly referred to W O's cars as "lorries". When he also criticised the Bentley's brakes, W O responded that his cars were meant to go, not stop. W O saw competition as a great way to prove and sell his cars.



The irony is that, today, both Bentley and Bugatti are owned by the Volkswagen Group.

Although Bentley was registered as a company in 1919, the first car wasn't built until the following year and the first customer cars weren't delivered until September 1921.

Almost immediately they were raced with great success and reliability – a stripped-down road model competed in the 1922 Indianapolis 500, finishing 13th. Then, in 1924 came the first of a series of wins in the 24 Hours of Le Mans.

Bentley's success attracted the attention of a group of wealthy ex-military types – the Bentley Boys. One of these, Captain Woolf (Babe) Barnato, bought his first Bentley in 1925 and began winning hillclimbs as well as races at Brooklands.

Realising that Bentley was underfunded, Barnato agreed to buy into the company and to subsidise its racing programme. The result being four victories in a row at Le Mans from 1927 through to 1930.

Really, it was those victories plus the image of the Bentley Boys on which much of the reputation and profile of Bentley was founded – with more than just a touch of Boy's Own and the Glorious British Empire.

However, Bentley became one of the countless victims of the Great Depression and by 1931 the company went into receivership.

Engine makers Napier made a bid for Bentley

and looked to be successful until there was a last-minute offer from a mysterious group called British Central Equitable Trust that was really a smokescreen for Rolls-Royce.

It's a moot point whether all of the cars from that point on were entirely Bentley in principle, or were more in the spirit of a Rolls-Royce with a different grille, badges and a sportier image. But Bentley had been saved and continued to be as British as the Union Jack, right up to the present day.

Throughout the sixties, badge engineering became more and more obvious and Bentley sales dropped, and that, combined with difficulties in the development of a Rolls-Royce aero engine, saw the whole company in serious financial trouble.

The car division of Rolls-Royce was separated from the aircraft engine side and was bought by armament maker Vickers, who realised the only way to save Bentley was to inject some old DNA into the ailing marque – with its big, lazy engine, the Mulsanne of 1980 was an example of that new direction. It worked, and it has to be said that Vickers did an extraordinary job in reviving the Bentley brand.

In late 1997 Vickers announced it was selling Rolls-Royce (including Bentley), and the most obvious buyer was BMW as they were already supplying engines. However, BMW had competition; Mercedes-Benz also wanted the company because through all of the years, Rolls-Royce remained 'the best car in the world' and a brand surrounded by magic and mystique.

BMW offered £340 million. Mercedes trumped that with a whopping £430 million. Mercedes won everything. Or did they?

No. Once the ink had dried it was found that while the deal included the model names of both brands, the radiator shapes, the designs





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and the factories, Vickers had protected the Rolls-Royce name by vesting ownership of the nameplate in a separate company. BMW offered just £40 million for a piece of paper that gave them the rights to manufacturer Rolls-Royce cars.

Checkmate!


But it wasn't really a win-win situation for either company. BMW had to start from scratch – new designs and new factories; Mercedes-Benz had old factories, old designs and a

brand that was really considered second best to Rolls-Royce.

Giving credit where it's due, you have to say that both Rolls-Royce and Bentley have succeeded beyond the motoring industry's wildest expectations.

Mercedes-Benz had achieved something special with what was thought of as the wooden spoon by recreating the Bentley image in exactly the way it was conceived in 1919. Exciting, high-performance cars powered by engines of immense power and torque, clothed in dramatically styled bodies and with loads of luxury.

I took a small part in celebrating the centennial of Bentley and attended a Bentley Garden Party in the grounds and impressive workshop of Bruce McIlroy in Ashburton. Bruce is a factory-approved service agent for Bentley and Rolls-Royce and he has an international reputation for his knowledge and workmanship.

The garden party was the full stop at the end of a sentence that included a grand tour of New Zealand by Bentleys. It wasn't exactly the Bentley Boys at Le Mans, but it was a very, very pleasant occasion. 

1. Some of the Bentleys (and Rolls-Royces) that were lined up in the grounds of Bruce McIlroy's premises in Ashburton for a garden party to celebrate the end of a New Zealand Bentley Rally and the 100 years of Bentley
2. Tom King (editor of the New Zealand Rolls-Royce Car Club magazine) and Bruce McIlroy. Bruce operates a large and highly regarded Bentley and Rolls-Royce service centre in Ashburton
3. Perhaps the most famous Bentley of all time – the legendary Blue Bentley that raced a train across Europe
4. There is absolutely no dispute that a Blower Bentley represents everything that the brand was created for



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1924

Bentley 3L Speed Model

2019

Bentley Continental GT

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MCLEANS ISLAND SWAPMEET

What is generally considered to be the largest old-car-related swapmeet in New Zealand, is held annually at Cutler Park in Christchurch, within an area known as McLeans Island – although it's not actually an island.

The swapmeet started back in the early 1970s very much on a low-key basis, but like all events of this nature continues to grow each year. However, the number of site holders is now restricted to a maximum of 80. These, once again, were all pre-sold for the 2019 event held on October 11–13. Seventy per cent of site holders renewed their site licence for 2020, before departing the weekend.

Following major tree removals and landscaping work in the grounds, visitors

can now more easily find their sites. As you can well imagine, the organisation of such an event is enormous. For instance there are 12 outside food vendors plus a community group in the main clubroom hall, selling Devonshire teas and suchlike all weekend long. There are also 10 other clubs/community organisations involved in handling various tasks as a fundraising activity such as event security, car parking, gate management, toilet cleaning and programme selling. Around 100 volunteers from the Canterbury Branch also help with various tasks over the weekend.

The committee has restricted trading to Friday morning onward, which proved to be



very successful and well supported by vendors and buyers alike in 2019. The consequence of banning trading before Friday morning was that punters were very happy to find that there were bargains and good pickings when they arrived on Friday morning.

Chairman of the organising committee, Colin Hey, said, "There was a rumour circulating that site prices were going up next year but that is not correct. Refining the operation is always an ongoing task. There are always things we can improve, and so we have a list of things to work on again next year."



TACCOC SPRING CLASSIC

Words + Photos Steve Ritchie


The Thoroughbred and Classic Car Owners Club (TACCOC) held their annual Spring Classic racing meet at Pukekohe Park Raceway on November 3. The classes racing under the hot sunshine were the Historic Racing Cars that consisted of Historic Formula Junior and Historic Formula Ford as well as Sports Cars. European Race Classics ran two separate grids, one for the faster Arrow Wheels and the other for cars that are not so fast – the AES Tradezone.

One of the cars in the Arrow grid was George Adam's 1992 TVR Tuscan Challenge. Adams purchased this red TVR 2011 from Perry Waddams in the UK and upon its arrival in New Zealand got to work installing a 4.6-litre Rover block and replacing the carburettors with fuel injection. With a short wheelbase and no aero package or power steering along with the hefty Rover unit Adams says the car can be quite lively. This Tuscan Challenge was just one of 43 built.

The PPG Classic Trials were another group that occupied the circuit on the day. Being trials, they were not racing each other but trying to get the closest time they could to their own nominated time from qualifying in their time out on track.

Each category raced eight laps throughout the day with exception of the Trials cars which were out for 15 minutes in each of their three sessions.

Following on from the Classic Trials, the Historic Muscle Cars and Saloon Cars made their way onto the track. These cars are all made to period and with their loud exhausts and gas-hungry engines they take you back to a time when nobody knew what climate change was and being PC didn't exist. The good old days! For the record it was Glenn Allingham driving a 1970 Chevrolet Camaro that achieved the trifecta.

The final race in each of the three sessions was the Historic Sports Sedans. This was another class that featured some gas-guzzling cars. It was good to see Bob Hyslop with his 1984 Mazda RX-7 on track, its first full-day outing for at least 10 years. Roger Williams's orange 1975 Chevrolet Monza was another show-stopper and he won the first two races while Hyslop also managed to bag a win in the same class. 



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1. Flamethrower – Bob Hyslop's 1984 Mazda RX-7
2. Russell Goodwin won Round 2 of the Classic Trials in his 1972 Ford Escort MkII
3. Bryan Collins 2003 Alfa 147 GTA (Arrow Wheels ERC Series)
4. Glenn Allingham won all three Historic Muscle Cars races in his 1970 Chevrolet Camaro
5. Roger Williams race-winning 1975 Chevy Monza



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AUCKLAND BRIT & EURO CLASSIC CAR SHOW

Photos camleggettphoto.com

Organisers report that they are making good progress preparing for the 2020 running of this annual event, scheduled to take place at Lloyd Elsmore Park, Pakuranga, Auckland on Sunday March 1, 2020.


The fifth Auckland Brit & Euro Classic Car Show will be the largest yet with an estimated 1000 classic cars expected to be on display as well as a good collection of classic motorcycles. Visitor numbers are anticipated to be around the 10,000 mark, helped this time around as (for the first time) the day of the show isn't being shared by the large, nearby Round the Bays event.

Distinctive elements of this increasingly popular show include British and European only and, of course, as always the show offers free entry to the public. Organisers now believe that the Auckland Brit & Euro Classic Car Show is likely the largest classic car show of its kind in Australasia.

Visitors to the 2020 event will be able to enjoy a number of new features, including a story circle of interesting cars, a number of classic racing cars, a micro-car display plus more cars from the local vintage car clubs.

Alvis is one marque in attendance that will be celebrating its 100th anniversary and they will be marking the occasion with a special display, including two cars owned by Clive Butler – his freshly restored 1952 Alvis TA21 and 1923 Alvis 12/40, the latter being the oldest car in the Alvis Club.

In recent years enthusiasts and their cars have travelled from Northland, Waikato and the Bay of Plenty to attend the show, with one car travelling from as far as Timaru! It would seem the Auckland Brit & Euro Classic Car Show is quickly becoming New Zealand's Brit & Euro Classic Car Show!

NZ Classic Driver is hoping to be in attendance once again, so look out for us as you wander around checking out all the amazing classic cars. 







Words + Photos: Howden Ganley

HOWDEN GANLEY'S MUSINGS

Howden visits Beaulieu for its famous swapmeet, enjoys himself at the Goodwood Revival, checks out some BTCC racing at Silverstone before heading back to the US; his next stop being New Zealand for a summer of classic racing

When I left off last time, we had just finished Monterey Historic week with its almost non-stop round of auctions, concours, racing and, of course, parties. I took a bit of time to rest before preparing for the next trip to England, arriving a day before the annual Beaulieu Autojumble, one of Eoin Young's favourite events.

The fields at the Beaulieu estate, site of the National Motor Museum, were filled with tents and marquees selling every item imaginable, most of it automotive related. It is hard to imagine that there could be that many old headlights, starter motors and rusty wire wheels in the whole of England, but there they were! I imagine that if you need a tail-light for your 1929 Durant then somebody at Beaulieu will have one for sale. In fact, maybe several people will have one. Some of the wares on sale were quite amazing, including an almost complete body for a Bugatti, several Coventry Climax engines (one FWA still with the water pump attached) and even complete cars in various states of disrepair.

We visited the Bonhams Auction a couple of times, and then trolled the numerous bookseller booths.

With some difficulty I managed to keep my hands in my pockets, apart from a momentary lapse when my old friend Spencer Elton (formerly of hillclimbing fame) negotiated such a steep discount on a copy of *Lotus 18: Chapman's U-turn* by Mark Whitelock that it would have been churlish not to snap up such a bargain. It was even better when I got home and discovered the book contained quite a lot of information on the Lotus 18 that I had owned as an investment many years ago.

As with many of these events there is so much to see that we could have come back for a second day, but instead I went to Silverstone where



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there was a GT meeting. In any case I needed to take it easy as we were about to launch into a pretty hectic couple of weeks, commencing with the ROFGO party to be held midweek at the newly opened ROFGO Park in Hampshire with its beautiful buildings packed full of the most wonderful cars, all of which have been sponsored at one time or another by Gulf Oil.

Featured in particular were those from the John Wyer era – including many examples of the Ford GT40, Porsche 917 and the Gulf Mirage. The entire collection is the result of a collaboration between Roald Goethe and Adrian Hamilton that began with Adrian (who had taken over Duncan Hamilton Ltd from his father, a one-time winner at Le Mans) selling Goethe a Ferrari GP car.

Among the huge number of guests at the

opening party were John Horsman, who had been the CEO at Gulf Research Racing, and four drivers from the 1973 Mirage team – John Watson, Vern Schuppan, Derek Bell and, of course, me. Sadly the 'missing man' from that team was the late Mike Hailwood. One of the featured cars, GR7/704, was one that I raced several times and in which I took my last professional race. Many years later I was able to acquire this car, and it was part of my collection until Adrian persuaded me that it should be part of the ROFGO collection. It looks very smart in its original blue and orange Gulf livery.

The next day we had to set off for the long drive up to Bourne in Lincolnshire, a place I used to visit regularly when I drove for BRM. Bourne is a town steeped in motor racing



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history, having been the home of ERA pre-war, and BRM post-war. Today it is the base for historic racing car specialist Hall & Hall, as well as Pilbeam Racing Designs Ltd.

I had been asked to give a talk to the Bourne Motor Club, which has among its members a number of former BRM personnel. Naturally my talk included quite a bit about my time with the team. In the Q&A session after my talk, the name of Louis Stanley (aka 'Big Lou') arose, and of course there are a million stories about him – far too many to recount here. Any readers keen to know more should seek out a copy of the 'tell-all' book *Conspiracy of Secrets*, written by Stanley's stepdaughter.

When I first went to drive for BRM, my mechanic was David 'Jack' Stubley, and, following a meeting with his widow, she presented me with a steering wheel from one of the cars Jack looked after when I was driving. I was very touched by her gesture and the wheel is now one of my treasures!

GOODWOOD REVIVAL

This would be my next stop, where I would be joined by my stepdaughter Erin and her husband Tom – both regular attendees at the Revival.

Once again, thanks to His Grace, the Duke of Richmond and Gordon, via Isabel Metcalfe and Sam Furey, Joy and I were provided with passes to the event together with access to the Driver's Club. As regular readers will know, I always enjoy my time in there and, although I was handling twice-a-day book signings with Hortons Books, I still had time to visit the



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aircraft display, the main paddock, and also the outer paddocks where the sports and GT cars were located. Among those of interest to me were the ex-Arthur Kennard Austin-Healey BN1/Corvette that Lindsay O'Donnell had brought out from New Zealand for Michael Lyons to drive, and parked next to it was the HWM Cadillac previously owned by the Avery Brothers in Hamilton, and subsequently restored by Matthew Collings. In another area I spotted the late Les Leston's famous Lotus Elite DAD10, now owned by Robin and Susan Longdon, well-known participants in the annual New Zealand racing series. Also there on a visit were Donald and Gillian McDonald (and you can read their story elsewhere in this edition of *NZ Classic Driver*).

1. Treasure trove at Beaulieu Autojumble
2. Bugatti body - halfway to completing a car!
3. Coventry Climax FWA at Beaulieu - still with the water pump attached
4. ROFGO party - Joy MacDowel and former Gulf team driver John Watson
5. Bourne lecture evening. Howden with John Sismey, former BRM mechanic and later a founder of Vegantune engines
6. Goodwood Revival Driver's Club. Emanuele Pirro, multiple Le Mans winner, with Joy
7. The Cooper Monaco at Goodwood, once driven in the 1959 TT by Jack Brabham and Bruce McLaren. Inset: Listing of famous drivers on the car
8. Joy (left), with Donald and Gillian McDonald at Goodwood
9. Famous Lotus Elite DAD10 in the marshalling area at Goodwood
10. Kiwi mechanic 'AJ' Fairbairn takes a break from restoring the Dan Gurney Lotus 29, to attend the Goodwood Revival



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One of the featured series this year was that of the old 500cc Formula Three that set Cooper on the road to success. In this period there were a large number of constructors, perhaps not as many as with the later Formula Junior, but still significant, and Goodwood managed to attract a wonderful variety. By my count there were 22 different makes out of 30 entries, with Coopers being the most numerous with eight examples ranging from Mk5 to Mk11. Remember the time when New Zealand seemed to be knee-deep in 500s, mostly Cooper but also other makes such as JBS? Strangely enough there were no JBS cars at Goodwood. Are they all still locked away in New Zealand?

With no Formula Junior races this year, the man who is the prime mover in that series, Duncan Rabagliati, brought out his 500cc car, and – as one might expect of Duncan – his Comet-JAP was hardly mainstream.

One of the most thrilling races of the weekend was the Sussex Trophy, which turned into a terrific three-car battle with Kiwi Roger Wills taking the victory in his ex-John Coombs Lotus 15, the car raced at the 1958 Goodwood 9-hours by Bruce McLaren and Syd Jensen.



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One of the highlights of the Revival is the practice of honouring a driver or make of racing car each year, and this time it was Cooper, with a large number of their cars in attendance, including two of the famous Works Minivans. Former drivers John Fitzpatrick and John Cooper's son Michael were also on hand. One car that was included in the Cooper parade was a vehicle that had been featured in two British motor racing magazines, as well as a noted American publication – a car that was claimed to be the famous Zerex Special, as built by Roger Penske. He had taken a crashed Cooper F1 car and turned it into a central seat sports car with a very small passenger seat in

the side-pod, just as on the Cooper Bobtail sports cars.

In this Roger enjoyed huge success, but he was later persuaded to turn it into a true side-by-side two-seater.

The car eventually found its way to John Mecom and was then purchased by Bruce McLaren in 1964 and driven to a couple of wins using a 2.7-litre Climax engine. Bruce then redesigned the chassis and fitted a Traco Oldsmobile engine, a combination that enjoyed more success. The car was sold to a US customer as soon as the first McLaren car (the M1) was built. Later, the former Zerex Special, renamed by Bruce as the Cooper-Oldsmobile (to keep



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Charlie Cooper happy), went to a new owner in Venezuela.

So imagine the surprise to those of us who worked on the Zerex/Cooper-Olds when it suddenly reappeared. There is a long tale about how all the discarded bits from the McLaren update somehow found their way, many years ago, to the Beaulieu Autojumble where they were purchased by the car's 'restorers'.

The main flaw in the story is that two of the McLaren employees from that time, myself and fellow Kiwi Bruce Harre (sadly we are the only two still alive), know exactly what became of any surplus parts – and they did not go to the Autojumble, or to anyone else! The original car is the subject of photos taken in Venezuela, so exactly what was the car at Goodwood? Certainly nothing that had passed through McLaren Racing. One of the magazine stories even asserted that Teddy

Mayer (Bruce's business partner) had raced the car at Goodwood, when in fact Teddy did no such thing in that or any other car!

All this misinformation is well out there in the motorsport equivalent of *The Twilight Zone*.

TOMMY SOPWITH

Following a day off to enjoy the second of the two annual golf tournaments in memory of my late wife Judy, and another day to catch up with my emails, I was supposed to be at the next BRDC luncheon put on by former HWM and Aston Martin man Rex Woodgate, but then came news of the memorial service for Tommy Sopwith, so with apologies to Rex I attended that. Having had the privilege of serving on both the BRDC and Silverstone Circuits Ltd boards for many years with Tommy, I had come to know him quite well. The famous son of an

even more famous father (think Sopwith Pup, Hawker Hurricane and Hawker Harrier), Tommy excelled in saloon car and offshore power boat racing.

The London funeral service was attended by many of the rich and famous high-society friends of Tommy – he was a man who left his mark on the world. These things are not always joyous affairs, but they do serve as a get-together and in this case I was happy to see our former BRDC President Lord Hesketh (of Hesketh F1 fame), former racing driver Peter Blond, former BRDC Directors Sir Andrew McAlpine (cousin of Kenneth McAlpine, the money behind Connaught) and Martin Colvill, as well as Robert Brooks, another past BRDC Chairman, and the current Chairman, John Grant. The usher, Lord Beaverbrook, currently a BRDC Director, seated us all in the same row.



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11. James Weaver, former Tiga works driver who went on to be one of the most winning drivers in IMSA

12. A brace of Vanwalls

13. The very rare Reg Parnell-built Grand Prix car

14. 100 years of the marque – iconic Blower Bentley

15. Richard Bishop-Miller's Revis-Jap. Behind is a Keift and beyond that is the 1950 Effyh-Norton Brynfan Tyddyn Special. That one might be Welsh!

16. Kiwi line-up at the Silverstone BTCC race

17. The late Peter Giddings' Alfa Romeo 8C shows off its motor at the Charity Challenge

18. Ferrari 750 Monza raced in period by Phil Hill, Carroll Shelby and Jim Hall. Currently being raced by Tazio Otis



I have previously recorded that Natalie Goodwin, one of Britain's most successful lady drivers, had passed away suddenly, so a couple of days after Tommy's service we attended Natalie's memorial service.

When I was racing F3 'screamers', Natalie was one of the more formidable drivers. Among the large turnout for the service were quite a number of old boys from that F3 era.

Nothing seems to slow down, and we were soon back at Silverstone for the BRDC annual meeting. Lots of good news, with the new British Grand Prix contract being the biggest, but a presentation by our CEO Stuart Pringle also outlined all the positive projects that are coming to fruition, among them the new trackside hotel as well as the Silverstone Experience, which covers the complete history of the BRDC and Silverstone. The two existing Directors were re-elected, as were all the Vice Presidents, including me!

My final event on this trip was the penultimate round of the BTCC at Silverstone, and among the supporters of Dick Bennetts' WSR team I found David Oxtan, together with Jim and Clare Murdoch. Like Dick, all Kiwis.

The following week brought the opportunity for us all to get together for lunch, where we were joined by Joy MacDowel, who probably now qualifies as an honorary Kiwi.

WSR clinched the championship (again) at



Brands Hatch a week later. Congratulations once more to Dick Bennetts.

BACK IN THE USA

For me it was time to return to California for the annual CSRG Charity Challenge, an event where the Classic Sports Racing Group under the presidency of Locke de Bretteville raises large amounts of money for charity, with considerable sums being made from the daily 'mechanical picnic' where people can buy circuit rides in some very exotic cars during the lunch break. This event always attracts a huge number of very rare and exotic cars, as well as, of course, some rather mundane and, dare I say it, rather dodgy old cars.

My next event a few days later definitely had a major emphasis on the rare and exotic. Bruce Owen, one of the early pioneers of the San Francisco historic racing movement, together with Jim Burke, put on an evening at the very exclusive Pacific Union Club in San Francisco. Prior to a magnificent dinner, champagne was served as the guests wandered amongst all the beautiful cars parked in the yard.

The very next evening I was back in San Francisco as a guest of my friends Roy Lamb and Jenny Locke, and they took me to see The Who. You probably didn't have me pegged as a follower of this legendary rock band, but I am – and I enjoyed every minute of the show. That Roger Daltrey and Pete Townshend can keep their performance up for three hours is very impressive; they're not exactly spring chickens.

As you know, I like to have a bit of a chat about Formula One, and one of my observations expressed in a recent *Musings* was that the current Renault F1 car appears to be a bit of a high-drag vehicle compared to some of its rivals. So it was interesting to learn that one of F1's more famous aerodynamicists, Dirk de Beer, has been hired by Renault, along with Pat Fry, the man largely credited with getting the McLaren F1 car turned around from 'slow sled' to one of the best. In fact, McLaren are switching from Renault power to Mercedes, which should give them a further boost.

On the Indy car front, the sale by the Hulman family of the Indianapolis Speedway and the Indy Racing League to Roger Penske has to be very positive. Roger is the best possible custodian of that whole institution.

Sad to say I have a couple more deaths to record – the first being Steve Froines, a well-known and successful US driver and the man who taught my late wife Judy to drive with a 'stick shift' when she started racing. That was long before I met her. Like most Americans, Judy had only ever driven automatic transmission cars up to that point.

Steve also won his championship in the Porsche RSK owned by Judy's brother, Ralph. Ralph had purchased that car sight unseen then found he didn't fit into it, so he loaned it to his mate Steve and got himself an Elva Porsche. I am told that today the RSK lives in the Porsche museum.

The other loss was Nanni Galli, who raced a



huge variety of cars and was a leading member of the Alfa Romeo sports car team. I first met him in 1971 when he was driving in F1 for March. He finished second in the 1971 Sebring 12-hours and finished second twice on the Targa Florio, a race that was certainly not for the faint of heart! After the 1972 season with Tecno he became my teammate at Williams for 1973, but he retired from racing mid-season to take over the family textile company: the Italian side of 'Fruit of the Loom'. A charming man, he will be much missed.

On to books, and an exceptional one is *John Fitzpatrick Group C Porsches* by Mark Cole, with the help of Fitz. John had previously written an autobiography (*Fitz – My Life at the Wheel*, which has just been reprinted), but this latest effort is a very large hardcover tome with large numbers of previously unseen photographs. Highly recommended.

For me, apart from a few rounds of golf and a wine tour, nothing much happened until the famous Sam Rivinius Halloween party. I went dressed as a skeleton, which you might think is somewhat distant from reality (hey, it's hard to keep slim when you stop racing). As far as racing is concerned, the final event of the year was the CSRG three-day jamboree at Thunderhill




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Raceway. The Saturday evening party gave me the opportunity to further amortise the cost of my Halloween costume.

We then had the monthly 'Lunch Bunch', with guest speaker Raffi Minassian on the subject of car design. All agreed that it was one of the best presentations we had attended. Included in the talk was an analysis of why the youth of today have little interest in driving – they don't need to; Uber will take them anywhere they want, and their smartphones are their windscreens!

Now, what's next? The Formula Junior luncheon and prize-giving, followed a week

later by the BRDC Awards luncheon and then the huge PRI Show in Indianapolis. Before I know it I'll be a year older and Joy and I will be back in the RV touring New Zealand. See you at the races this summer. 

19. Two Kiwis at Thunderhill – Tony Garmey and Mike Ryan

20. Famous New Zealand car now in California – the ex-Ian Garmey Cooper

21. Ferrari 750 Monza at Bruce Owen's party

22. Bruce Canepa brought his Gulf Porsche 917 to Bruce Owen's Pacific Union Club party

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A Good Keen Man:

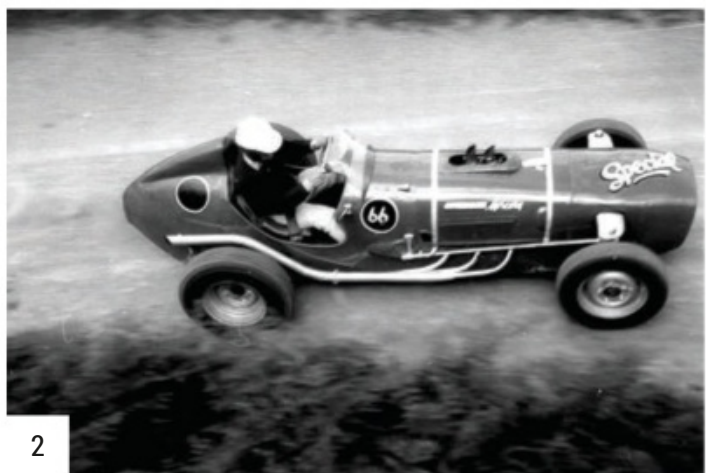
The Life and Racing Times of Grahame Harvey, Part 2

In the conclusion of our feature on Grahame Harvey, we chronicle his time with the thunderous Elfin 400, his racing rivalries with Jim Boyd and Garry Pedersen, his long-distance racing exploits and his retirement

Words Gerard Richards Photos as credited

Research Assistant Milan Fisticic

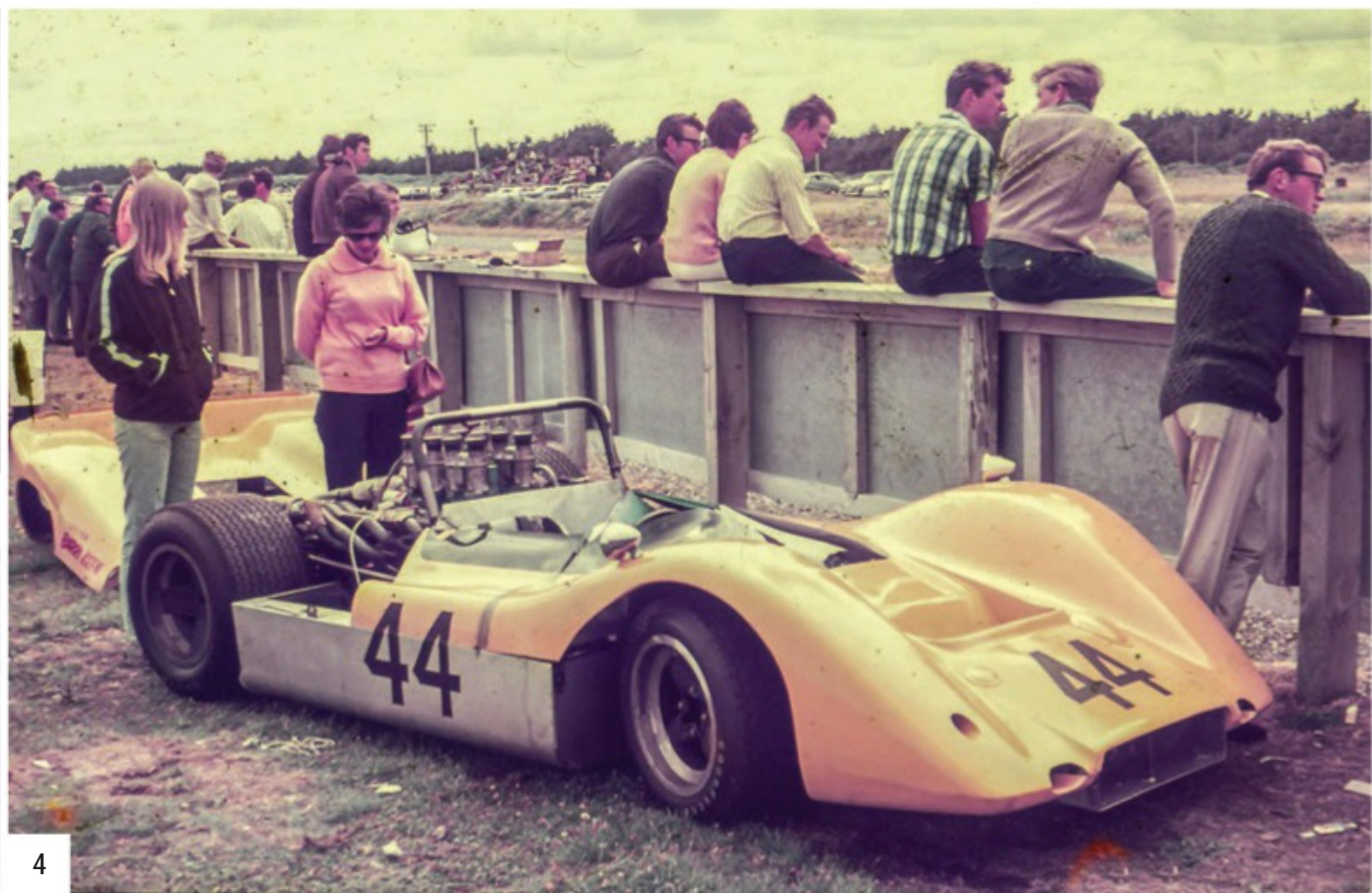




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1. Grahame readies himself for battle – another classic portrait by Terry Marshall

2. Grahame enroute to setting fastest time in the Offenhauser Special, Chamberlain Road, Bombay, South Auckland, February 1962 (Photo Stu Buchanan Collection)

3. Grahame at the wheel of the ex-Chris Amon (and others) A40 Special at a hillclimb at Ivan Whale's Quarry in Mt Wellington, Auckland around 1961 (Photo Stu Buchanan Collection)

4. Barry Keen's McBegg-Chevrolet, Teretonga, 1969 (Photo Ron McPhail Collection)

5. Sports car grid at the NZIGP 1970, Grahame and Jim Boyd only raced about 100 metres before their infamous crash (Photo Stu Buchanan)

6. Digby Taylor (McBegg-Chevrolet), Levin, early 1970s (Photo Martin Beards)

7. Sports car battle, Pukekohe, March 14, 1971 (Photo Milan Fisticic)

Over the four seasons that Grahame campaigned the Elfin, he had many memorable races. Winning the 1968–1969 NZ Sports Car Championship by a single point in the final round of his first season with the Elfin was certainly a highlight. In a gripping, season-long three-way battle for honours, it all came down to the last race. Grahame's main rivals, Brent Hawes and Jim Boyd, were experienced and formidable competitors. Going into the final race at the new Timaru circuit, he took pole position but was behind Hawes on points, with Boyd only a couple behind him. With the bit firmly between his teeth, Grahame led a display of hairy testosterone-pumping rear-engine V8 mayhem. He held out newcomer Barry Keen in his McBegg-Chevrolet into second place, with Hawes in third after an excursion, to take the title by the slimmest margin.

His rivalry with Jim Boyd the following season (1969–1970) with his Lola T70 MkII, and later Garry Pedersen in the GEMCO Olds in the succeeding two seasons, left some awesome memories. These were iron-nerved men, hurling fearsome rear-engined V8 machinery around narrow, hazard-lined race

circuits in pursuit of victory. Undoubted heroes in my mind.

Grahame respected all the major players during his time on the front line. "I got on well with Brent Hawes and Leo [Leonard], really nice guys and great to race against." The sad loss of Hawes following their titanic battle for the 1968–1969 title still makes him reflective. "I had spoken to Brent about him not wearing seatbelts, but he wouldn't change his mind, due to his fear of fire and not wanting to be trapped in the car."

Much had been made at the time of a supposed feud between Jim Boyd and Grahame, but he completely refutes this. Grahame remembers Jim being a fairly uncommunicative person around the pits, unlike others, but on the track it was all fair play, with no underhand stuff.

Likewise with Garry Pedersen, who Grahame remembers as a nice guy and very helpful. He provided Grahame with the wing profile of his GEMCO so he could copy it, and he facilitated an arrangement for him to get another aluminium copy of the GEMCO body made for the Elfin in time for the 1971–1972 season.



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HEAD TO HEAD WITH JIM BOYD'S LOLA T70

Following his 1968–1969 title win, Grahame had a rather patchy on/off 1969–1970 season. It started off well, despite missing the opening round, when he held out Boyd's Lola T70 at Bay Park on October 4, 1969, in a thrilling side-by-side contest. Thundering around the tight track, no quarter was given – and it went right down to the wire, with Grahame taking out the win narrowly in a grandstand finish. That was the best moment of the season though. The next round at Bay Park (November 15, 1969) was also fiercely contested in the opening laps, until the dreaded bogey of boiling brake fluid reared its ugly head and Boyd pulled out to a seven-second victory. Another good race at Pukekohe on December 8 saw a torrid duel in the opening laps between Grahame and Boyd that had the crowd on their feet. Grahame hung on to the lead by the skin of his teeth, having to close the door on occasions, until a frustrated Boyd attempted a pass on the outside of Champion Curve and came unstuck in a huge high-speed, tyre-shredding spin.

The January 1970 Grand Prix meeting at Pukekohe looked to continue the rivalry, but an accident between the Lola and Elfin only metres from the

start brought that all to nought. That effectively was the season for Grahame. He practised for a couple more meetings but was a non-starter in both, one with practice accident damage and a cracked block in the latter. This brought about the termination of his season. Jim Boyd went on to win the 1969–1970 sports car crown at a canter, but I imagine he would have preferred the battle to have been hammered out with Grahame right to the end of the season. Bob Hyslop was second outright with his quick JRM Ford, while Grahame had to be satisfied with third in the overall standings.

FRONTLINE DUEL

In 1970–1971, Grahame reasserted his dominance. Much work was done in the off-season with the engine and aerodynamics. Following Jim Boyd's retirement, Garry Pedersen in the GEMCO Olds now became Grahame's main rival. While the GEMCO was quick, with its Lotus 19/21-based chassis,

McLaren M8A-shaped body and 4.5-litre Traco Oldsmobile V8, it had a niggling run of minor problems that let Pedersen down at times during the season. He led many races, but occasional problems with oil pressure and ignition timing led to him slowing or retiring.

Grahame's Elfin was strong throughout the season, though the problems with fading brakes was still present and the car's front-end-lift problems, while better due to further modifications, hadn't been completely cured.

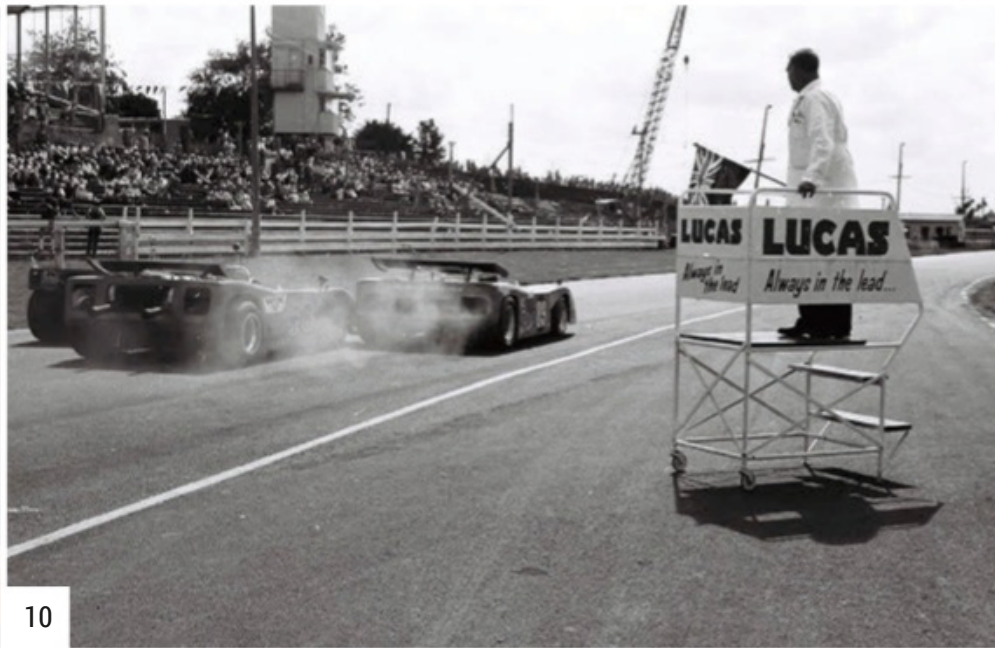
It was a duel for honours between these rivals, without any serious competition over two seasons. They were very evenly matched and that made for a number of fabulous races. The GEMCO, with its light alloy block Olds engine, was a beautifully balanced machine and exceptionally good under braking and acceleration, though lacking slightly in top-end speed. This was where the Elfin had the advantage, which made the legendary races between them so exciting. Occasionally Digby Taylor in the McBegg-Chevrolet offered some competition, but reliability was always a problem with that car. Jamie Aislabie, with his Jaguar 3.8 and later Ford V8-powered Sid MkI, was also a contender if either of the leaders struck trouble or were forced to slow.



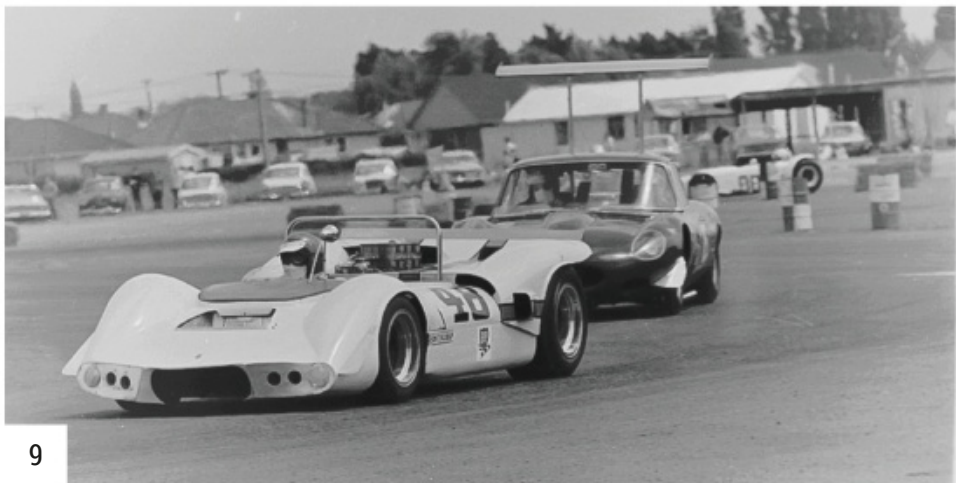
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8. Drivers ready for the gun, Ruapuna 1970–1971 (Photo Dave Waldron)

9. Wigram Tasman meeting, early 1970. Grahame leads Scott Wiseman's lightweight Jaguar (Photo Bill Pottinger)

10. Laurie Powell flags away the big grunTERS – Pedersen GEMCO at right, Harvey Elfin 400 in the middle and Aislabie's Sid Mk I left. Pukekohe 1971–1972 season (Photo Phil Myhre)

11. Grahame Harvey, Elfin 400, Wigram, 1971

12. Mechanics work on the Grahame Harvey/Scott McNaughton Torana GTR XU-1, Bathurst 1971

13. The Scott McNaughton/Grahame Harvey Torana, Bathurst, 1971

14. Rebodied Elfin 400 Chevrolet. Sports car race Pukekohe, 1971–1972 (Photo Phil Myhre)

March 14, 1971, was a day I clearly remember at Pukekohe when Grahame and Pedersen took part in a stirring duel during the first heat of the Sports Car Championship. It was shades of the Can-Am, with the two orange-painted, high-winged projectiles thundering by in fierce combat throughout the race. Standing by the fence on pit straight, I was awed by the sound and fury of the encounter as the two cars bellowed past in a cloud of dust and fumes, twitching slightly as they manoeuvred for position entering the tricky Champion Curve. It was a seismic moment for me, one of the visual grandeur and audio drama of intensely gladiatorial motor racing. Grahame got the nod on this occasion, but the crowd were on their feet for a glorious grandstand finish. Motor racing just doesn't get any better than this – six laps of scorching action, with two rivals fighting tooth and nail all the way to the flag. Riveting stuff for a 15-year-old.

Grahame and Garry repeated this scene several times over two seasons of intense combat. Grahame took out the 1970–1971 Championship, winning five rounds, but it was going to be tougher for 1971–1972. The GEMCO team spared no effort in preparing their

Duckhams-sponsored machine for the challenge. With more power and with a clinical approach to preparation, poor reliability became a thing of the past.

The big change to the Elfin for Grahame's last season with the car was the fitting of another GEMCO-made aluminium body, following the style of the McLaren M8A. Grahame had high praise for how willing Glen Eden Motor Bodies were to agree to his request to build him a body similar to that of the GEMCO. "It was a very satisfactory price and delivered at the agreed upon time. The downforce at the front end (with the new body) was unbelievable, I had to fit stiffer springs to cope with it," said Grahame.

For his Elfin campaign, Grahame finally had crew assistance for the first time. His mechanic Fred-Phil Horobin, who worked at Grahame Harvey Automotive, towed the car to all the meetings while Grahame flew in and helped prepare the car.

THE FINAL SEASON

Grahame's 1971–1972 season began with an appointment to drive an LC Torana GTR XU-1 in the Hardie-Ferodo 500 at Bathurst in early October

1971. His old mate Scott McNaughton had lined up the co-drive. Grahame recalled, "It was a great little car, was quick and stopped well. The only problem was driveshaft vibration that affected all the privateers, but mysteriously not the works team cars!"

Unfortunately, he only got to practice, but he still



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scored second-fastest XU-1 privateer lap time. He never got to drive on race day. "Scotty got shunted on Mountain Straight in the opening stint by an E38 Charger, which caused the car to spear off through a wire fence into private property. He hit two spectators, standing in a prohibited area, badly injuring them. Scott was okay, apart from the trauma of one of them coming through the windscreen."

Grahame re-entered the sports car fray at Ruapuna on October 17, 1971 with the newly rebodied Elfin. The resulting encounter with Garry Pedersen's GEMCO Olds was referred to at the time as the best couple of races ever seen at Ruapuna. Grahame and Pedersen went head to head in a stunning display of cut-and-thrust racing. Passing and repassing each other in a tidal wave of thunderous V8 sounds, they wrenched the advantage from each other at different parts of the track, and both races came down to a drag race to the line. Grahame was in front both times into the final corner, but Pedersen, fully utilising the beautiful handling and braking of the GEMCO, timed his run to perfection and just shaded Grahame for the win in both heats by a nanosecond. What scintillating racing! Somehow the Ruapuna result summed up Grahame's final season with the Elfin.

At Levin on March 14, 1972, there was another epic contest between the two, with Grahame leading most of the time, but Pedersen was always right there – and when it counted most, he was in front at the final corner and took the flag in both races. In the second heat in streaming rain, Grahame lost the Elfin on the final lap, striving to keep Pedersen at bay, spinning backwards into drums. That ended the encounter, fortunately with no damage to Grahame and little harm to the Elfin. Grahame won at Teretonga in the wet, with his car not running cleanly. Pedersen, with only one set of rims, didn't have a chance to mount his rain tyres. He won again at Wigram, but the tide was turning against him that season. There were a few mechanical woes, and the Pedersen

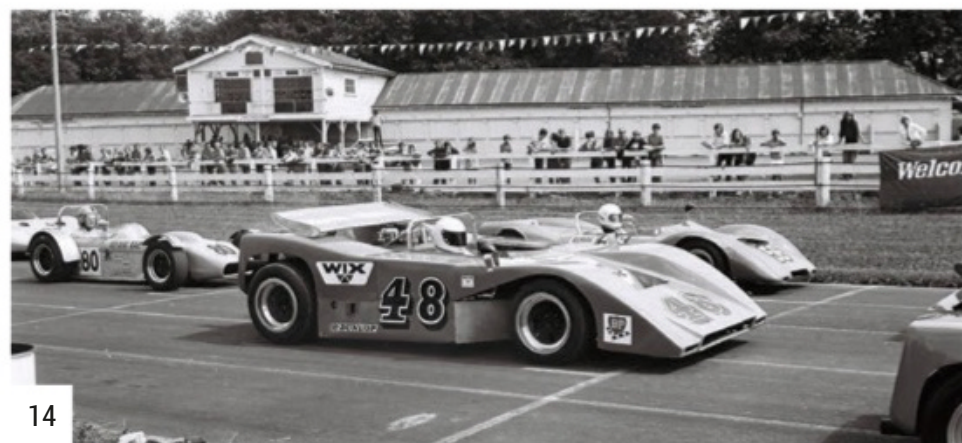
steam roller was relentless. However, it had been a strong title defence and Grahame had made Pedersen work hard for it.

It would be very remiss of me not to acknowledge some of the other important players in the sports car ranks during these years. They contributed much to spice up the fields and also gave the front runners some curry at times. These included Jamie Aislabie in the Jaguar 3.8 – later Ford V8 4.7-powered Sid MkI – Tyrell Turtill's Continental Special, Bob Hyslop (JRM Ford), Lyn Johnson/Murray Elwood/Laurence O'Connor (Begg Oldsmobile 3.5 V8), Danie Lupp (Rorstan Climax 2.5), Baron Robertson, Gary Deacon (Heron Twin Cam), Ross West/Ron Rutherford/Ivy Stephenson (Lotus 23 Twin Cam) and Glenn McIntyre (Wilmac Fiat), as well as Dave Waldron and Lynsey McCutcheon (Mallock U2), amongst many others that added colour and variety to the racing.

After four full-on seasons with the Elfin, Grahame knew it was time to stop and do something different, but we'll get to that shortly.

THE ELFIN STILL LIVES!

Following the 1971–1972 season, Grahame put the Elfin up for sale minus its engine. There were various people interested in it, including



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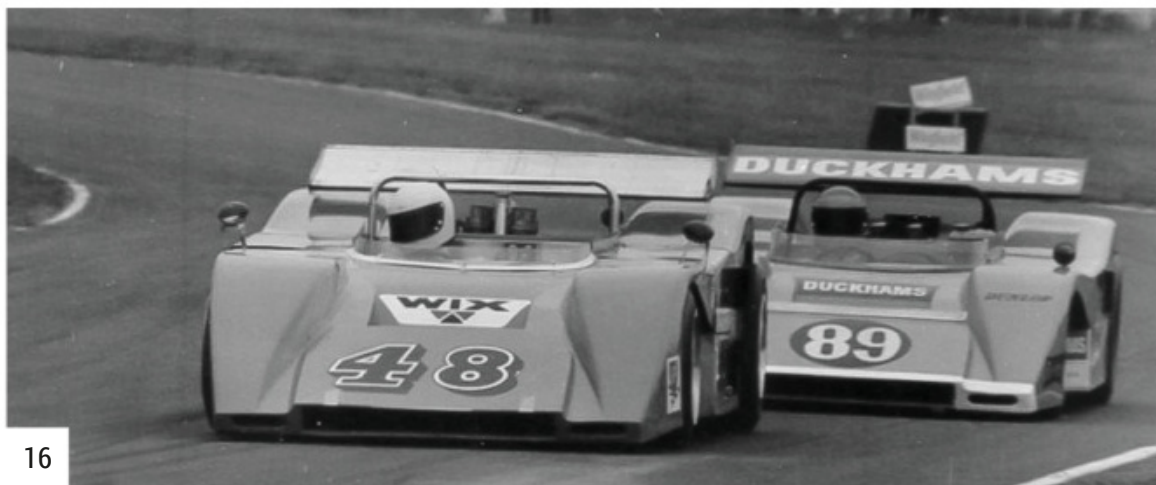
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Len Southward for his collection and prospective museum. In the end it was bought by Noel Goodwin, then it is reputed to have passed through the hands of Bill David around 1974 and before being purchased by Murray Smallfield and two other partners in Auckland. Murray later bought out the others in the syndicate and has now owned the car for 36 years.

It spent some time with Gavin Sala, an Elfin expert in Melbourne, who undertook some restoration work in the late 1980s early 1990s. It seems that Sala's company was rather reluctant to release the car, and it took some efforts to prise it back from them. The car remained in an out-of-action state until very recently. The instigation of an Historic Racing Sports and GT class on the local scene next season has rekindled Murray's determination to complete the Elfin's restoration so it can return to the track. He is hopeful this will stimulate further interest and encourage other historic sports cars to emerge from garages around the country to join in with a renaissance.

THE B&H YEARS

No story on Grahame Harvey's motor racing escapades would be complete without an overview of his forays into production-car racing. These took place mainly within the legendary endurance racing years of the 1960s and early 1970s, when the Wills 6-Hour and Benson & Hedges 500 races at Pukekohe drew huge spectator crowds – only beaten by attendances at the annual NZIGP meetings.

For many of these races, Grahame drove in partnership with old mate Don Davie, whose father owned the iconic GM dealership, Davie Motors in Ōtāhuhu. As an interesting sideline, Don had very poor night vision and that meant that he had to complete his driving in the daylight, with Grahame always taking over for the latter stages.

Grahame's earliest participation in this classic event was in a VW at the 1963 Wills 6-hour race, co-driving with Ken Sager as part of a factory team. Unfortunately, tracking down results for this encounter has come up blank.

Records are a bit hit and miss when it comes to crunching down Grahame's CV at the Pukekohe endurance classics. No details have come to light regarding his involvement until 1968, though it is quite

possible he may have been a starter. There is some suggestion he ran a Vauxhall Viva one year, possibly with Don Davie.

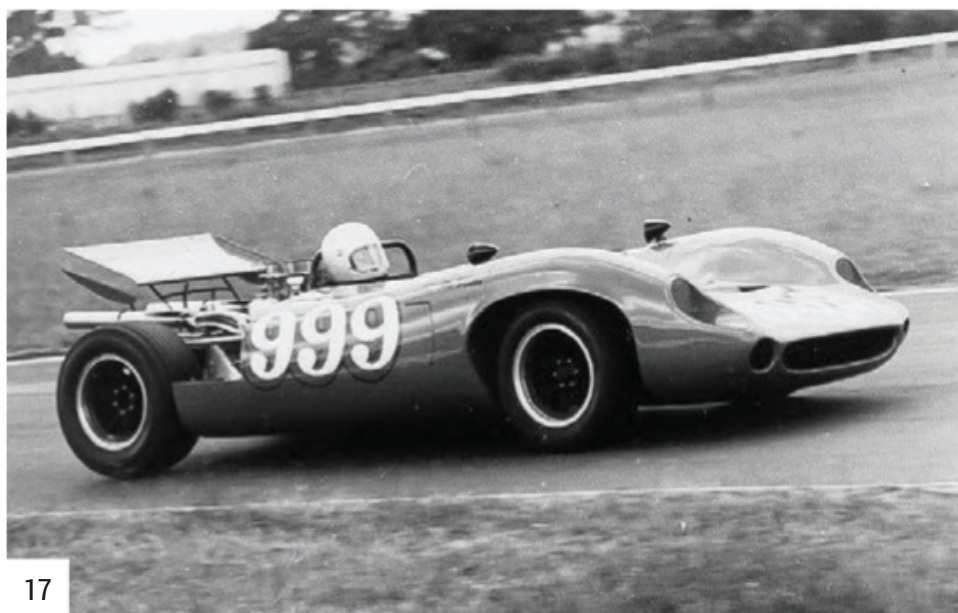
Grahame ran a Simca 1000 with Denis Hamil in 1968, in the first Benson & Hedges race, eventually finishing second in the small-capacity class after a good run. Grahame had earlier debuted the car at an August 1968 Pukekohe Club meeting as part of the preparation for the October long-distance event. He won one race and finished third in another.

Grahame and Don Davie's best run was in 1969 when they finished second on the road in their 3.3-litre Vauxhall Victor following a good race, but all came to nought in the scrutineering shed afterwards, where it was discovered that the Victor, owned by Don's father, had been illegally modified by Davie Motors. This involved setting negative camber on the front wheels. Grahame was, to put it mildly, deeply unimpressed with the team's stupidity.

The Victor was the top car of the moment, but Grahame remembers it had several weaknesses that had to be solved by modifications, otherwise it wouldn't last the distance. The left front wheel would tear the centre out due to fatigue and had to be plated. Another problem he remembers was: "With full tanks the fuel would go out the breather and dump litres on the track. The mod was to put a plastic tube on the breather, up into the roof lining of the back seat to counteract this."

The organisation by the NZIGP at these events wasn't always what it was cracked up to be. The cars were all meant to be factory standard, but slip-ups sometimes involved cars competing when they should have been ruled illegal, or the official process being mishandled – allowing others to slip through with modifications undetected. Grahame remembers that: "Ernie [Sprague] and Leo [Leonard] were also disqualified one year, but the NZIGP had not done their paperwork correctly and the disqualification was dropped even though the car was illegal."

In 1970, Grahame and Davie ran a 2000cc Victor SL and had their worst result when they retired on lap 14 with engine bearing failure. The following year was Grahame's last recorded run at the B&H, with Don again as co-driver. They achieved their best outright result with a Triumph 2.5 PI, running as high as fifth before eventually finishing in ninth place.



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SAILING AWAY

At the conclusion of his circuit racing activities, Grahame's long-time fascination with sailing boats took hold, and now was the time to change horses. This marked a major transition in his life as he set about selling up his business and other assets. Amongst them went the 350ci Chevrolet V8 from the Elfin, which went to his old mate John Riley for his ex-Dennis Marwood/Joe Chamberlain, Rorison Racing Trans Am Camaro.

Grahame had an ocean-sailing hull designed by Alan Smith and built by Smith Bros in Whangarei. He had an engine put in and motored down the coast to Auckland. During the hull construction time, he crewed on a boat in the Auckland to Suva yacht race and totally caught the bug for blue-water sailing.

His boat was hauled out of the water and transported to a rental property he was living at in Panmure, Auckland, where he employed someone to fully fit out the boat. It was during this time he met Christine, whose father owned the flat he was living in, and they hit it off like a house on fire, getting married a short time later.

They set off when the boat was completed and cruised the Pacific for five years. The sailing adventures kept him on the pulse, and he had certainly found his new happy place. He never returned to motor racing, though his son from his first marriage has raced a bit in Australia. He and Christine holed up in Mooloolaba, on the Sunshine Coast, during a Queensland cyclone season and in his words, "We fell in love with the place." It brought back memories of his 1966 Surfer's Paradise adventure in the Brabham.

They did one more cruise to the Solomon Islands before permanently moving to the Sunshine Coast. "That was 41 years ago," Grahame added dryly.

THE SUNSHINE COAST YEARS

In his words, "It was time to get back to work." Ever the entrepreneur, Grahame re-invented himself, starting two new businesses. They were both wholesale successes. The first involved developing a courier service between the Sunshine Coast and Brisbane, where a regular and efficient twice-daily service was required but had previously been unheard of. They were run off their feet as the business exploded, and they worked their butts off for 25 months before selling up. By then, with all the real estate developments on canals happening, Grahame had identified another blind spot with the Aussies – they only built fixed

jetties for boats, which weren't that user-friendly with changing tides. "We designed and built pontoon jetties, which was a new concept for the locals and it took off like wild fire. It was a great business till I retired at 70."

Grahame's never-say-die racer's spirit is very much alive and well despite all his business dealings. Once a thrill seeker, always a thrill seeker it seems. He got into two-man Laser racing (sailing) early on in his Queensland sojourn, and they won the Queensland title. He and Christine also kept a trailer-sailer for many years, enjoying recreational sailing.

Later, he got into paragliding in his 70s – at a time when most retirees are focusing on their next round of golf as the extreme end of activity. Not content with this level of excitement, Grahame is still looking to amp it up. He is currently developing a 'Para-Motor-Trike' in the form of a powered paraglider. It has a 1.4-metre prop driven by a 30-horsepower air-cooled 200cc two-stroke Polini motor. Talk about still living life in the fast lane – this man is an example to us all!

After 41 years in the Queensland sunshine, Grahame and Christine are planning to return to their roots in Auckland in the next few months to be closer to family and friends. His parting shot was, "I'm looking forward to getting airborne over South Auckland for some more fun next summer. What's the worst that can happen to an 86-year-old!?"

You just can't keep a good man down!! 🚀



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15. Jamie Aislabie (Sid Mk I Ford V8) versus two dune buggies, Pukekohe, March 1972 (Photo Bob Homewood)

16. Big banger battle. Grahame holding out Pedersen at Levin, early 1972 (Photo Milan Fisticic)

17. Grant Bloore in ex-Jim Boyd Lola T70, 1972–73 (Photographer unknown)

18. Grahame in his B&H Vauxhall Victor SL2000 (Photo Christine Harvey)

19. Grahame's Elfin 400, Wigram Tasman meeting, January 1971 (Photographer unknown)

20. Andy Buchanan/Grahame Harvey Elfin 400 under restoration, May 2019 (Photo Rod Grimwood)

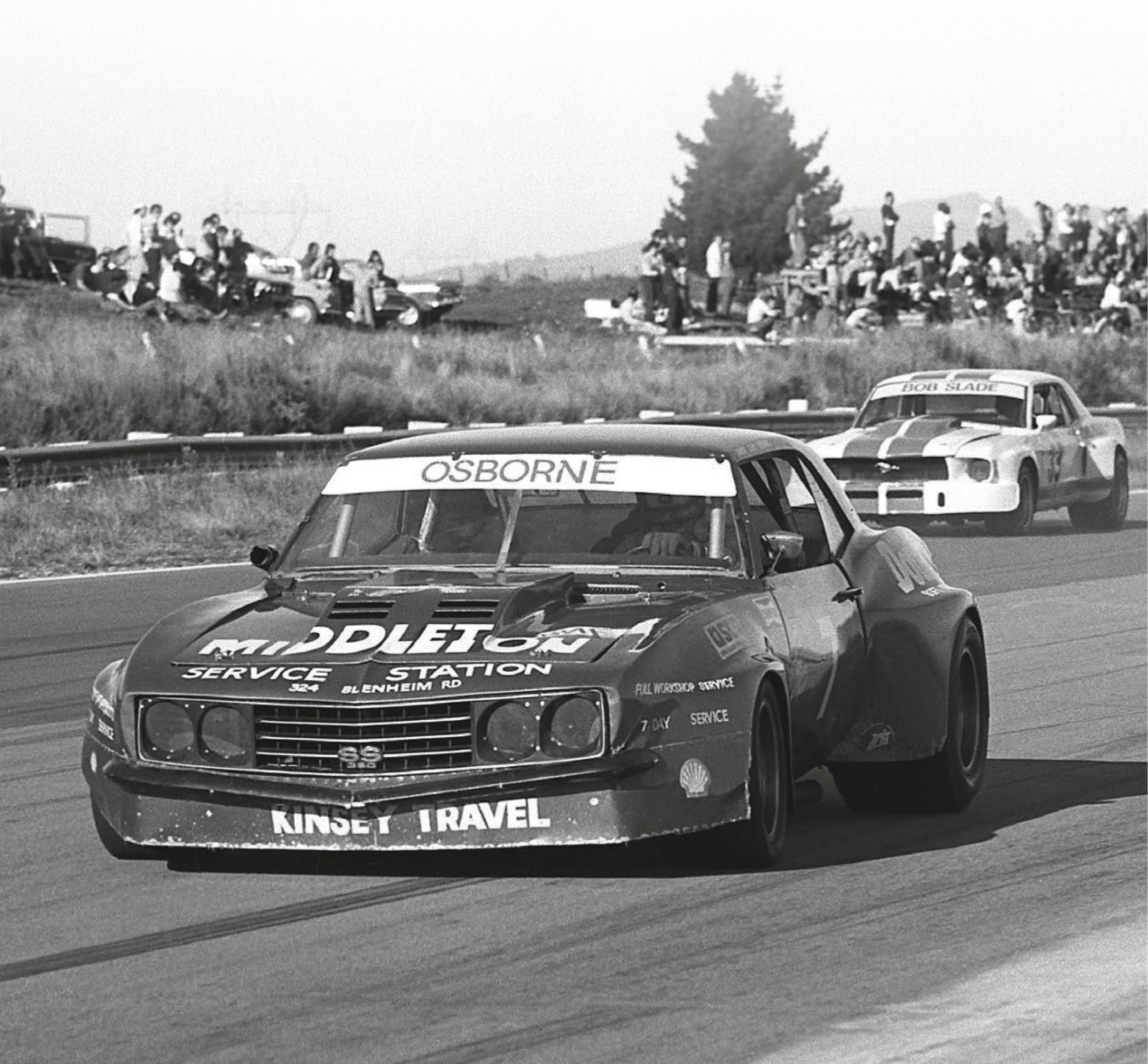
21. Grahame testing out his latest toy – a para-flyer, his new thrill-seeking machine in 2019 (Photo Christine Harvey)

22. Grahame Harvey as he is today – 86 years old and still enjoying life

SKOPE 30th

This year the Canterbury Car Club along with long-time sponsor and supporter SKOPE Industries, celebrates the 30th running of its classic race meeting and OSCA's 50th anniversary – marking the two-day event's birthday in February with some fanfare

Words Lindsay Kerr Photos Courtesy Canterbury Car Club or as credited



Originally held under the banner of the BP Alfa Classic, PDL Industries took over the naming rights of this popular classic race event in 1995 before SKOPE became involved in 2003. The enthusiasm from competitors and the public has never waned, and the meeting remains the biggest in both entry and crowd numbers on the Canterbury Car Club's calendar.

A handful of cars from the 1991 inaugural event are still around and racing. The value of these cars has obviously increased, but their current or indeed original owners still believe that, as racing cars, their rightful place is on the track. Examples from the single-seaters include Graeme Hamilton with his New Zealand-built ACE III special and a 1972 Elden Mk8 Formula Ford now piloted by Hayden Cox.

In the sports car ranks, 22 cars fronted on day one of the event in 1991 – a field that comprised a good number of Lotus 7s, four Austin-Healeys and two locally made Mistrals. Today these numbers are down, with many of the survivors competing within the Vintage Car Club line-up.

Back in that very first event, saloon car numbers included a smattering of Ford's popular Capri, Cortina, Anglia and Escort, along with various Minis, Holden Monaros and the first of the Toranas, along with a



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Fiat 124, 125 and 128. The first of what would become a Japanese invasion arrived with both Datsun 240Z and 1200 in action. At the time, few die-hard enthusiasts would have dared believe that the Japanese car makers would produce cars that would ever earn the right to be called 'classics'!

Two saloon-and-driver combinations from that eventful day in 1991 have missed few, if any, subsequent meetings, and both of them own and drive Jaguars: Jeremy Stace's E-Type and Bert Govan's Mk II Jaguar (both previously featured in *NZ Classic Driver*) will be on the starting grid in 2020, with their cars as immaculate as they were three decades ago.

MUSCLE MANIA

Perhaps the car with the number one badge of honour in Christchurch is the PDL Mustang 2. In its racing days (driven primarily by Graham Baker, Paul Fahey (briefly) and Leo Leonard), it smashed lap records up and down the country. Such was the car's speed, and that of many others at the time, that these were largely responsible for the axing of the All Comers/Group 5 saloons at the national level. Ironically this decision ultimately led to the birth of OSCA (Open Saloon Car Association), with the All Comers replacement, Group 5, being considered too restrictive by many.

The PDL Mustang 2 is still owned by the Stewart family, whose involvement with the event through their companies, PDL and SKOPE Industries, remains immense. At the meeting back in 1991, the Mustang was raced by Peter Stewart. Appearances in recent years have seen the car being driven by Todd Stewart.



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1. Trevor Crowe's giant-killing Starlet
2. F5000s are always popular (Photo Euan Cameron)
3. The OSCA glory days – John Osborne leads Rod McElrea and Bob Slade (Photo Terry Marshall)



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4. Grant Silvester in the renowned Silvester Chev coupe

5. Traditional and more modern open-wheel racing cars

6. Russell Greer in the Stanton Corvette

7. Sir Robert Stewart leads a diverse field in his C-Type Jaguar

8. Todd Stewart in the PDL Mustang 2

9. Bert Govan and his Mk II get the hurry up from the Silvester Chev

Over the years, the event now known as the SKOPE Classic has invariably carried a theme for each annual outing. These have included Muscle Mania, celebrating the V8; the worldwide Formula Junior anniversary tour; the South Island-based Pre 65 Saloons anniversary; GM versus Ford; and Historic Touring Cars.

Prior to the entry of PDL and then SKOPE, the Alfa Romeo Owners Club of New Zealand – and a committee that included Dennis and Debbie Chapman, along with Lindsay O'Donnell – headed event organisation. These people continue to support and race, serving as a reminder of the incredible success of this classic race meeting.

The 1994 meeting was the run on the new 3.33-kilometre Ruapuna circuit, following its opening only three months prior. The programme for that event cost \$2; in 2019, that price had risen to \$5.

SOUTH ISLAND RACERS

Many of the New Zealand specials, cars that formed the backbone of racing in the South Island in the 1940s and 1950s, are still regular entrants. These include the ACE III as previously noted, the former Ron Rutherford Zephyr 260M, the Ransley Riley (a car that finished third in the feature race at the first meeting at Wigram in 1949), the Stanton Corvette

(owned and raced by Russell Greer since 1975), Trevor Crowe's V8 Special, the CAE Sprinter, Peter Leversedge and his 1949 Stuart Special, Adam Cullen and his grandfather's 1952 Cullen Special, and Ralph Smith with the Lycoming Special, as well as Rob Boulton's Edelbrock Special.

With the exception of Kevin Anderson's Cooper T52 Formula Junior, all original Cooper, Brabham or Lotus racing cars of note have vanished, but, replacing these classics, a scattering of replicas have made welcome appearances. This number includes Greg Scott and Steve Donaldson with their beautiful Brabham BT21s, plus the Lotus 23B replicas of Rob Cope-Williams, Gary Wilkinson and John Milligan. Added to this is the increasing appearance of a new era of retrospective home-built specials, freshly built cars built to older design principles. Enter Jim Bennett with his 1992/1965 Furi Impulse that he raced at the 1994 classic (as featured in the previous edition of *NZ Classic Driver*) and Royce Bayer's 2018/1960 Bello RNB1, also previously featured in this magazine. Murray Frew is another regular competitor with his 1929 six-cylinder Plymouth. This car does not technically fit the retrospective category, but – when discovered behind a shed in a rural area – there were few clues left as to its origins.

The F5000 single-seaters contesting the Tasman Revival series are always real crowd-pleasers. This category fits nicely into the theme of classic cars at a time when the 'sound of silent' vehicles is widely encouraged, it being generally accepted that much of the attraction of these cars is the wonderful sound of their mighty V8 engines.

The various categories of racing come with their own distinct names. The Harold Heasley Saloons for the smaller cars – Harold was the first New Zealand saloon car champion, piloting his Humber 80 to victory in 1960. The Ron Silvester Saloons for the more powerful tin-top cars – Ron was a local driver who made his name with a Chevrolet coupé during the early days of Ruapuna. The Stanton Brothers Sports and GTs category is named after the Stanton brothers of Stanton Corvette and Cropduster Special fame, while the Pat Hoare Formula Libre remembers Hoare's association with Enzo Ferrari and the privately entered Ferraris he raced during the 1960s. The Archibald Historic Touring Cars are of course named



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after Ray Archibald, a national saloon car champion in the 1960s driving his Jaguar Mk 2. His dices with Timaru's Ernie Sprague's Ford Zodiac Mk II were legendary and well-recorded.

In recent years, the Historic Touring Cars have created a new status for the event, with a large number of cars coming from the Group A era of the 1980s and early 1990s.

OSCA'S HALF CENTURY

The 30-year anniversary meeting will also celebrate the 50th birthday of OSCA. Strictly a South Island affair these days, the OSCA register began life when the then-national Group 5 saloon car class became too expensive for a great majority of the local drivers. Group 5 and its predecessor the All Comers class were often spectacular, with cars that provided all the noise the spectators wanted. However, in the desire to be competitive, costs proved enormous.



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THE STEWART FAMILY

Their involvement with this classic event has been unwavering, not only through the PDL Mustang 2 but also with event sponsorship from the family-owned PDL Industries, and for the last 16 years SKOPE Industries. Family members have also been regular competitors.

Sir Robert Stewart started the family raid into the local motor racing scene when he drove a Sunbeam Alpine at the first meeting on the Ruapuna track back in 1963. Over the years he raced a Robat Mantis (a Lotus 7 replica), a Frank Hamlin-built Mini Sprint, a Mini Cooper S and a C-Type Jaguar.

The family also entered a pair of Minis driven by Clyde Collins and Rod King, and it was from these beginnings and the involvement of Sir Robert's father, Sir Robertson (Bob) Stewart, that the PDL Racing team was born. Robert eventually sold his share of PDL Racing to his father for \$1 – this nominal fee included the PDL Mustang 2.

Sponsorship and naming rights for the Canterbury Car Club classic passed to PDL in 1995. That company was sold in 2002 and – as the new owners declined to carry on with sponsorship – SKOPE Industries, under the direction of Robert's son Guy, subsequently picked up the naming rights. When SKOPE entered the scene there were three Stewarts competing on the track – Robert in a C-Type Jaguar, Guy in a Porsche Carrera and Marcus (Guy's brother) in an MG roadster. Todd Stewart raced the PDL Mustang 2, while Peter Stewart campaigned a Mercedes-Benz 190E. Guy's interest in the sport emerged at a young age and, apart from the South Island classic meetings, he also competed internationally on the 24 Hours of Le Mans and at the Nürburgring.

"I suppose motor racing was a big thing when I was young – the cars certainly were," he explains. "My siblings and I visited Ruapuna many times as children to watch my father race. My memories of those events were standing on top of the PDL truck, once being driven into the inner track pits in my grandfather's Ferrari, making a fortune of collecting refundable bottles along with the noise and smell of the racing. "My brother Marcus started racing many years before I did with a Mazda RX-7 followed by an MGB and now his current Porsche 964. When SKOPE took over the event I decided it was a good time for me to start racing." Support from SKOPE should be around for some time, says Guy. "SKOPE is very proud to be associated with the SKOPE Classic and with every effort that the Canterbury Car Club goes to each year to make this so successful and one of the best motorsport events in the world. We look forward to this relationship continuing into the future."

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10. A trio of Escorts go head to head
11. Guy Stewart leads the field in his Porsche Carrera



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When Group 5 choked, OSCA had proven its point. In the 50 years since, OSCA has at times flourished and at times struggled, but it has survived, having never forgotten the reason for its original formation, and it has withstood every challenge.

In its early years, OSCA's front-running V8-powered racing cars were crowd-pleasers in a manner similar to those running in Group 5. Champions during the 1970s and 1980s included all the prominent names on the national scene at that time – Inky Tulloch, Trevor Crowe, John Osborne, Avon Hyde, Clyde Collins, Brett Willis and Rod McElrea.

When the national championship regulations were revisited in the mid-1980s, it was the OSCA rules again that governed car eligibility. However, this was relatively short-lived with the arrival of Group A factory-modified cars, but they proved to be too expensive for most. In the interim, OSCA was pushed back to become a regional affair again.


Rules were changed in 1990 to allow for new cars to be built with either space-frame or monocoque chassis. A previous champion and

long-time stalwart, the late Ian Munt, told me at the time that if OSCA's survival has been a miracle, its new rules should ensure its survival.

In its early days, the OSCA championship was competed over three classes; 0–1300cc, 1301 to 1600cc, and 1601cc and over. Turbocharging had yet to play any part in the series.

Since then things have obviously changed – as the register's spokesperson Evan Munt explains: "The classes have just moved with the times. We now have GT3 for cars up to 3500cc, GT2 up to 4500cc and GT1 up to 6000cc. Over the years we have slowly moved the lowest class upwards as these days there are not many 1300cc or 1600cc racing cars [this begs another conversation] in competition but plenty of turbos. We run the MSNZ multiplication factors for turbocharged and rotary engines. Basically, OSCA remains free as long as engines are under six litres, with the exception of the LS3 in standard form as these are 6.2 litres. The only restrictions are for the space-frame cars as they have to run carburettor engines rather than fuel injection, cannot run a sequential gearbox and are not allowed to have independent rear suspension. OSCA still has a broad mix of cars, some quite old, some late model."

Lawrence Knowler and his Camaro have chalked up five championships, and he heads the list of winners, with Trevor Crowe having bagged four championship wins. Alex Dickie claimed the first title in 1972, while the first non-V8 winner came in 1987 when Ashburton's Michael Johnston scored in his turbocharged Escort Mk I. Johnston, along with Colin Dawson, Brett Willis, John Harcourt and current champion Terry Etwell, have all won the title twice.

For OSCA's birthday meeting at the SKOPE Classic it is anticipated that some 30 cars will line up – including some that have not raced for years, such as Michael Johnstone's championship-winning Mk I Escort turbo, a car that has since been restored and will be driven by new owner Nick Donaldson. 



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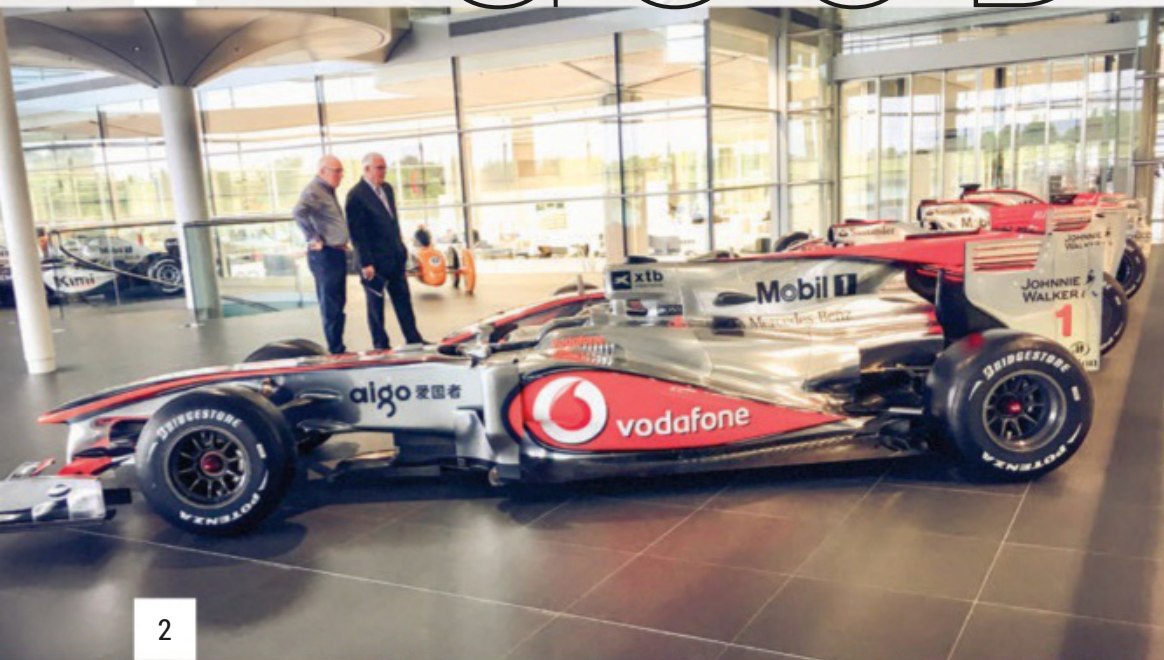
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A EUROPEAN ODYSSEY: PART ONE MCLAREN & GOODWOOD

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Donald, the ‘Voice of Teretonga’ for 26 years and commentator at all the Queenstown Street Races and during the early years of Dunlop Targa, recently achieved a life-long ambition to attend the Goodwood Revival, visit McLaren’s UK HQ and visit some historic racetracks

Words + Photos: Donald McDonald

Bruce McLaren’s name is firmly etched into all motorsport enthusiasts’ memories, not only for those who witnessed his driving skills in this country throughout the sixties, but for the incredible legacy he left the world.

For me, the opportunity after 50-plus years to finally be in a position to travel to the UK and Europe and be able to visit the circuits and towns that I had only read about over those years was an opportunity to be savoured.

With the goodwill of the McLaren media team and the gracious hospitality of Bruce’s daughter Amanda and Stephen Donnell, our personal guided tour of the incredible McLaren Technology Centre was something I will never forget.

The initial sight of the instantly recognisable Norman Foster-designed building is far more impressive than any picture, but it is the cleverness of the interior that is so striking. The legacy that its former CEO Ron Dennis has surely left is the impeccable cleanliness, the modern and simple style, and the grey and white shadings of the construction, counterpointed so strikingly by the colourful avenue of competition cars. But underneath all this was the state-of-the-art technology that utilised the skills of the F1 design team and created a building they are all so proud of.

My welcome included a challenge, as I was admiring the latest McLaren 720S Spider in the gleaming reception area: “If you can open the door, you can sit in it!” – it was not such an easy challenge as you might imagine.

I thought the 787 Boeing Dreamliner we flew in to Singapore had clever window shades – activated by simply pressing a button – but this McLaren takes that trick to a whole new level. Not only does the car’s glass



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roof appear and disappear at the touch of a button, but another button changes the colour of the glass itself from dark blue through to clear. Then there is the dash that spins around to leave only a strip advising your gear selection and revs – all you need for a track day. The buyer of any McLaren model can personalise their car in so many ways, from any paint colour you can think of to the choice of different stitching for the interior. You are only limited by your imagination. As Stephen said, “No two McLaren cars are identical. Every one is different in some way.”

The avenue of cars started with Bruce’s Austin Ulster, and moved to the papaya orange period, with Bruce’s M7C, the Can-Am M8D and Johnny Rutherford’s Indy-winning M16C. The line continued with Denny Hulme’s Yardley-liveried M19C, followed by the Texaco-liveried M23 of 1974 World Champion Emerson Fittipaldi and on to the amazing red and white Marlboro era, during which McLaren won seven Constructors’ World Championships between 1974 and 1992 as well as nine Drivers’ World Championships, with the Lauda/Prost/Senna era dominant. I still think the West-liveried era with Mika Häkkinen/Kimi Räikkönen/David Coulthard look the best, but certainly close were the Vodafone Mercedes-powered cars of the Fernando Alonso/Lewis Hamilton/Jenson Button period.

1. McLaren F1 and Can-Am cars – the papaya orange era
2. McLaren F1 cars – the Lewis Hamilton era
3. McLaren’s 2002 Goodwood ‘soapbox’ race winner
4. Amanda McLaren and the Senna engine
5. Donald tries out a McLaren 720S for size while Amanda McLaren looks on
6. Donald with Bruce McLaren’s famous Austin Ulster
7. McLaren F1 cars – the Marlboro years



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SPECIAL FEATURE

Further treats included meeting Neil Trundle, an icon of British motorsport who learnt his technical trade with Brabham, formed Rondel Racing with Ron Dennis, built the six-wheeler Tyrell, stayed with Dennis for the eventual merger with McLaren and built the first carbon-fibre Formula One car, the MP4/1. He then ran his own F3 team and came back into the McLaren fold in 1985, running Ayrton Senna and Alain Prost – no wonder his hair is white! He now works in the Heritage Centre, looking after the McLaren heritage and customer F1 cars. What a great character.

To be able to see the current McLaren Automotive assembly building was pretty special, as my only previous experience of a car assembly plant was the then-new Ford plant at Wiri many years ago. The McLaren facility was an eye-popper, so clean and so relatively quiet with no tools on the floor, everything handmade, no machinery noise and with each work station a model of quiet efficiency. The simple, orderly layout belied the success of a superbly implemented time-and-motion study, right down to the digital clock commencing a 30-minute countdown for the wiring loom to be installed.

Today it is a testament to McLaren that it still carries the DNA of the company's founder, Bruce McLaren, and his overall philosophy of "light, strong and powerful".

An additional 4800 buyers of McLaren cars this year are testament to that.

GOODWOOD

Simply the best known of all historic motor race meetings, the Goodwood Revival has outgrown all expectations to now become even bigger than the sport itself. It is now the place to be seen, to get dressed up for, and to consume vast quantities of food and drink – particularly drink – and there was more than one such bar area organised by the event's main sponsor Veuve cliquot that was packed with happy imbibers.

Apart from the excitement of actually finally being there, it was an added bonus to have a Kiwi interest in the entry of the famous (in



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New Zealand) Healey Corvette now owned by Lindsay O'Donnell but to be driven by UK-based, multi-talented driver Michael Lyons. Car restorer Dave Bunn and engine guru Eric Swinbourne were also on hand to look after the car.

The overwhelming numbers of people simply takes your breath away, as do the lengths that are gone to in creating the right environment for these people to enjoy. As if the cars and drivers were not enough, the creation of so many stalls, shops, food/drink outlets and displays of everything, from clothing to aircraft and anything in between, just blows your mind.

Through our great friends Amanda McLaren and Stephen Donnell, along with Robin and Sue Longdon who were running DADIO, the famous ex-Les Leston Lotus Elite, we were lucky enough to have the right tickets and passes to allow us access to the inner sanctums. Even the competitors' breakfast/lunch area was kitted out just like a World War II fighter base, complete with RAF greatcoats, sandbags, and all kinds of military paraphernalia. Transport was classic old buses, with a wonderful shuttle service provided by a team of World War II Jeep enthusiasts. The classic Jeeps constantly ran between the main gate



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and the three different campsites where thousands of people park up for three or more days.

After checking up on the progress of Howden Ganley's bookselling skills, we parked ourselves alongside Woodcote where we were treated to two days of car handling, the likes of which we used to see. While the racing is wonderful, the cars were even more so – it is the total atmosphere of this event that defies description. We awoke each morning to the Dawn Patrol – the sound of three Rolls-Royce V12 Merlin engines thundering out across our camping area as a pair of P51 Mustangs and a Mk IV Spitfire performed low-level runs and acrobatic peels over the circuit. Simply awesome. But that is not all – every evening at the closing of the event they did it all again.

We were even able to attend the annual cricket match in front of the main house, between the Duke of Richmond and Gordon's team and the hand-picked opposing team captained by Derek Bell and Richard Attwood, both of whom I was lucky enough to chat with. Both remembered with fondness their times in New Zealand and it was great to see Richard driving a P261 BRM, as well as a Ford Prefect! In fact, when I told Derek Bell where I was from, quick as a flash he said, "That's where I punted Jochen Rindt up the arse!"

Kiwi interest also came in the form of Brendon Hartley, who was driving an AC Cobra, but somehow did not look entirely at home in the beast, while expat Roger Wills scored a fighting win in the Sussex Trophy in his ex-McLaren/Jensen Lotus-Climax 15, beating off the energetically driven Ferrari Dino 246S of Sam Hancock.

There's a great story around Roger's Lotus: he tracked the car down to its owner in Australia because it was the car entered by the John Coombs stable for Bruce McLaren and Ross Jensen to drive in the RAC Tourist Trophy, and Roger really wanted to own it. The owner did not want to sell, telling Roger he was leaving it to his gardener, but when an offer was made, following a stunned silence he said, "Bugger the gardener!"

There were so many highlights it would take another magazine to recount them all, but with 60 years of Cooper being celebrated, past and current F1 and sports car drivers competing, Aston Martin demonstrations, many New Zealanders and a New

Zealand-created car competing, it was simply the best motorsport event I have ever been to, and to cap it off, the weather was perfect for three days!

I will let the pictures tell the rest of the story. 

[Next month Donald concludes his overseas trip with visits to Brands Hatch, Silverstone, Dijon-Prenois, Spa-Francorchamps, the Nürburgring and Le Mans.]



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8. Once famous in New Zealand, this Healey-Corvette was sixth fastest in its class

9. Michael Lyons (right) and Lindsay O'Donnell

10. Glorious-sounding flat-12 1.5-litre Ferrari

11. Donald with NZ visitors Sue and Robin Longdon

12. Sir Stirling's Monaco GP-winning Lotus 18

13. Vanwall GP car scheduled for a demonstration run with Bernie Ecclestone

14. The Penske/McLaren Zerex spotted in the pits

15. Once upon a time everything British was good – BMC Competition Department's transporter

16. Goodwood grid – with the ex-Jim Boyd/Ralph Smith Lola T70 still in its familiar Cambridge colours

17. Dario Franchitti, his first comeback drive



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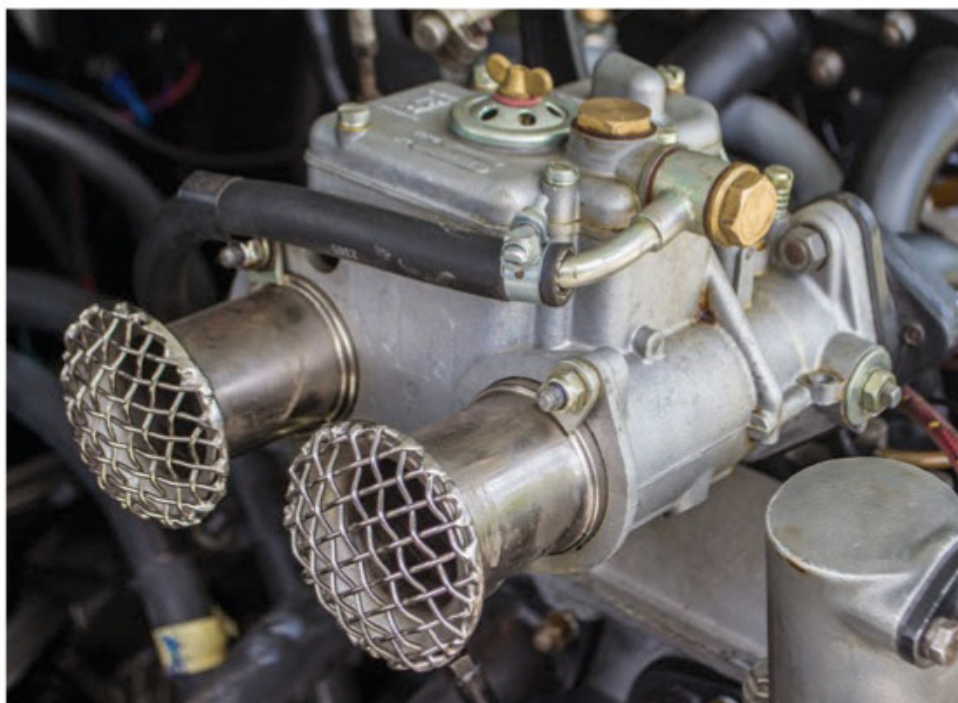
AT THE SIGN OF THE SCORPION

*In something of an automotive A to Z (Abarth to Zagato), we take
a look at a very rare, small-capacity, Zagato-bodied racing coupé*

Words + Photos: Allan Walton







What do you get if you cross a former Austrian motorcycle racer turned Italian garagista with a 1960 Fiat 600? Simple: you get a 'Fiat-Abarth 1000 Bialbero Record Monza, Licenza Zagato' – a title that probably isn't worth trying to include on your next registration application.

The slightly madcap world of Carlo Abarth, a successful Austrian motorcycle racer turned naturalised Italian garagista is well documented. Convalescing in Slovenia following a bad racing accident in Ljubljana, he arrived in Italy after World War II using his racing contacts and a previous friendship with the Porsche family to establish a race-car shop. He started off by building 'bitsa' cars from the morass of equipment left abandoned by the war, then got himself involved with the famed Cisitalia project, along with Piero Dusio and Rudolf Hruska. The resulting car

provided the great Tazio Nuvolari with a memorable class win on the 1947 Mille Miglia.

Jumping forward a decade, glossing over the many class and outright wins earned by Carlo's diminutive car in events such as the Mille Miglia, we arrive most notably with our own Bruce McLaren. Bruce won the Sebring Three Hour race in 1962 at the wheel of a 1000 Bialbero (twin-cam), driving for the US-based Briggs-Cunningham racing team, recording an improbable average race speed for a 1000cc motor of over 133kph.

The car featured here is mechanically identical to Bruce's, but without the aerodynamic enhancements added to what became the GT variant.

The genesis of the 1000 Bialbero saw Abarth moving on from the Fiat 500 platform of the (slightly bonkers) 850TC to the use of the Fiat 600, while turning to Zagato Milano for a design for his new project. In due course, the exquisite Fiat-Abarth 750 Zagato 'double bubble' was born in 1955, arguably the most aesthetically pleasing of all Abarth cars and powered by a single OHC unit.

Next on Abarth's radar were the small-bore racing classes that were gaining in popularity worldwide, and the result was his own high-revving 1000cc race engine. Amongst other key features, if looking for a genuine example today, it is worth noting that these cars utilised a copper-coated crank, Porsche race-sourced distributor setup, under-floor secondary cooling radiator plumbing (there's a reason why the 850s had their engine bays propped open) and Weber DCOE 40 carburettors that dwarfed the motor mounted within the car's rear bay. This Bialbero motor produced 68kW (91bhp) while the opposition, employing Alfa Romeo and BMC Series A units, could only muster a meagre 52kW (70bhp) or thereabouts.

The cars were now in hot demand, and Abarth was forced to look at alternatives to Zagato for the construction of the car bodies, his relationship with that famous carrozzeria coming under increasing pressure over

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costs and less-than-timely deliveries. The eventual outcome of this was that Zagato agreed to design a simpler body, still aluminium but without the 'double bubble' roof and now with open headlights – this to be built locally under licence in Turin. It seems odd in hindsight, but this simpler design won for Zagato the Compasso d'Oro in 1961, a prestigious industrial design award.

From that point on, the history of what would become a number of variants of the 1000 Bialbero starts to get murky. Our featured car (designated a 'Series 2 Bialbero' by one of the authorities of the marque), when being stripped, was found to have the number '63' written in blue crayon on the back of the trim panels, one of which also had the name 'Pietro' written on it. The blue crayon number identifies the body as being built in Turin by the long-gone Carrozzeria Corna. As well as Corna, Beccaris, Pininfarina and Sibona-Basano also built bodies for various iterations of the 1000 Bialbero.

How many 1000 Bialberos were built or survive today is not known. Barn finds – usually comprising stripped out shells with minimal running gear or mechanicals – appear occasionally, but complete vehicles with verifiable provenance are very rarely found. The likely number of survivors is probably not much more than a hundred of the open-headlight Corna-bodied cars; possibly less than 20 of these cars survive intact today. Bruce McLaren's Sebring-winning car was restored in the US and sold at auction in 2010. Another of the other handful of cars run by the Briggs-Cunningham team is also currently being rebuilt in the US.

As a side-note, all the Zagato-built or -licensed coupés carry a 'Record Monza' badge on their B-pillars, with that name becoming generic for all the 600-based models. The origin of the Record Monza appellation dates back to July 1957, when Abarth was chasing

endurance and speed records at Monza with a Fiat-Abarth 750, setting 15 new records over four days, including setting a fastest average speed of 165.376kph for 72 hours straight. On one run, the car recorded 204kph (127mph) before it somersaulted, depositing the driver, largely unhurt, onto the track.

RECORD AUCTION

When purchased from Bonhams at its Goodwood auction in 2015, our featured car (chassis number 987382) came complete with full documented history from new, including registration records for its only three owners, part of its competition history and Italian FIA homologation papers. Even the period (Italian equivalent) AA membership stickers were still attached to the back of the rear-view mirror.

Prior to being offered for sale, for the previous 34 years the car had been part of the Collezione Maranello Rosso, a museum located in the Republic of San Marino.

Originally registered at the Ufficio del Pubblico Registro Automobilistico di Lucca on August 14, 1961, the car's first owner was a lawyer and well-known Mille Miglia entrant and racer in earlier Abarths. He would become something of a cause célèbre as one of the first Mille Miglia competitors to take a woman as his co-driver. This lawyer must have raced the car, it being specifically homologated for racers such as him, but its first recorded race outings came many years later when it competed at a Monza International meeting in 1981. By that time the Fiat-Abarth was owned by Fabrizio Violati, a businessman based in Rome.

Violati began his competition career on a Vespa scooter at the age of 16 but soon graduated to four wheels, racing Fiats and an Abarth 750.

A Ferrari enthusiast from an early age, he would also race a Ferrari 512 BB LM at Le Mans in 1980 and 1981 before switching to classic racing.



The featured Fiat-Abarth as offered for sale at Bonhams (top) and homologation sheet for the open headlight versions of this Fiat-Abarth model



Our featured car on its racing debut at Monza in 1981, the car has now been returned to the livery it wore at this race





Violati would become the 1985 European FIA Historic Champion, and at the time of his death in 2010 at the age of 74, Violati was noted as being the longest-serving owner of a Ferrari 250 GTO, having purchased his example in 1965.

However, for its maiden motorsport outing, Ettore Mandelli – a member of Violati's Scuderia Supercar Bellancauto race team – would take the wheel of the Abarth at Monza.

Mandelli finished first in the 1150cc GTS class while Violati competed in the same event at the wheel of a Ferrari 250GT SWB. Mandelli and the little Abarth seemed to win its class in everything they entered, notching up a string of victories. Following a successful season competing in the Italian Hillclimb championship, the car was then consigned to the museum and wouldn't turn a wheel again until being offered for sale by Bonhams.

Following his death, Violati's personal collection of Ferraris and Abarths would end up being sold, with a few of them arriving at Bonhams for its Goodwood sale. Interestingly, Violati removed the steering wheels from most of the cars in his collection, kicking off an international scramble to locate these rare, sometimes one-off, wheels. The steering wheels fitted to Abarth models are important, as the design of the boss changed subtly year to year.

Undoubtedly, the fact that the Abarth had spent over three decades in a museum helped to assure that the car was essentially rust-free and totally complete – apart from its steering wheel.

It is at this point in our story that British-born classic-car enthusiast John Dennehy enters the picture. Now resident in New Zealand, John also owns a brace of Aston Martin V8 Zagatos, including one that remains the most original of the original four prototypes built.

John's first forays into historic racing, following encouragement from ex-McLaren F1 driver Peter Gethin, were at the wheel of an Aston Martin DB5, while his relationship with that British marque extends to his one-time ownership of a Group C Aston Martin Nimrod, the actual car that ran at Le Mans in 1983. Having purchased the Nimrod on the spur of the moment, he entered his first race in the car on the same day that Ayrton Senna fatally crashed at Imola. That day was also memorable for John as he became the first person to have ever won a race in a Group C Aston Martin – a record he holds to this day. However, John isn't just about Astons as he also owns a Mini-Cooper and a 1981 LJ80, an early version of Suzuki's evergreen Jimny.

His attraction to Zagato-styled cars, as well as little'uns, led him to purchase our featured Fiat-Abarth at the previously mentioned Bonhams Goodwood sale, subsequently shipping the car to New Zealand.

KIWI CONNECTION

As purchased by John, this highly desirable Fiat-Abarth 1000 Bialbero coupé had been prepared and equipped for historic racing with a specification that included a roll-over cage and four-point driver seat harness. However, these 1980s modifications would not comply with modern-day regulations.

The Zagato-bodied Fiat-Abarth 1000 coupé was fitted with a 1000cc twin-cam four-cylinder engine derived directly from the 750cc Bialbero power unit as developed by Abarth – that engine, in turn, being a



The car's original Italian plates

derivation of the Fiat 600 unit. With 67kW on tap, and weighing in at a featherweight 550kg, this coupé has a quoted top speed of 200kph (no less than 124mph), which emphasises the wisdom of Carlo Abarth's often-declared concentration upon compact size, low frontal area, and lightweight construction.

As sold, the Fiat's 982cc engine proved to be too tight to turn by hand, and while cylinder bores 1, 2 and 4 appeared to be in good order, number 3 displayed signs of rust around the top of the liner. A cylinder head nut was also missing from the rear of the engine. All brakes were operational, though not working correctly, while the gearbox seemed to be in good repair (although clutch operation was rough) – all very much the expected results of the car's long spell as a static display. The original 1960s Lucca registration plates also came with the car.

With the Fiat-Abarth on home ground, John's dilemma was what to do with the car. It certainly wasn't a car to simply start up and drive, but neither was it a car for a concours-style restoration. John had no intentions of turning this rare little coupé into a cosseted trailer queen. After much thought, a decision was made to put back on the car anything and everything that could be refurbished or re-used.


While the car's long period of static storage had not been kind to its mechanicals, it did mean that the car was complete and in largely original condition, even down to the beautiful oversize Jaeger instruments and its Italian plates. John even managed to track down the car's original steering wheel, discovered in Genoa and now back where it belongs.

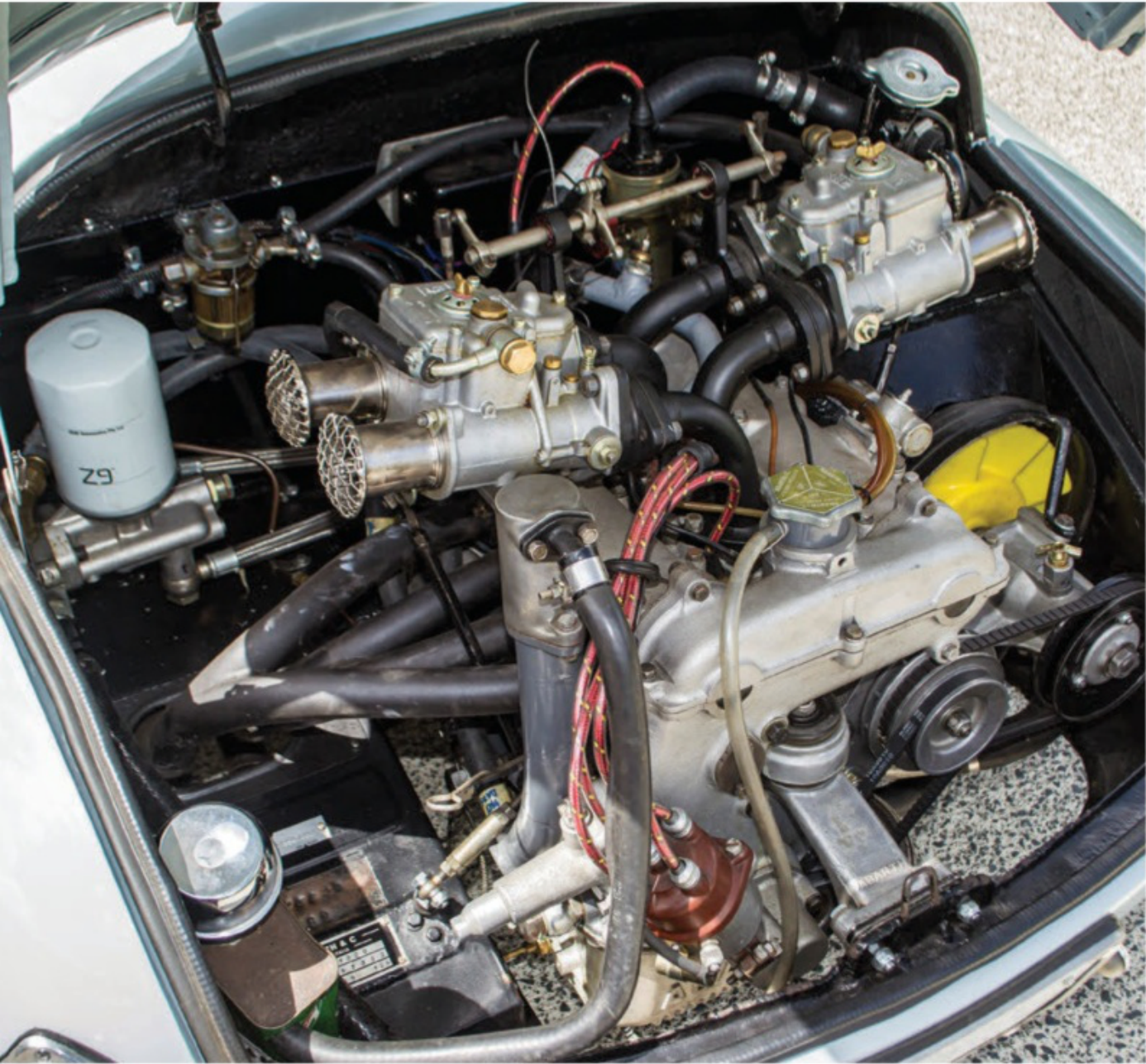
Today, other than the wheels (the original magnesium items having been deemed unsafe), along with fresh paint and trim, this is the same



car that last competed at Monza almost 40 years ago, winning Class 1 at the GT International meeting, John having returned the car to the livery it wore at that time.

Peter Barnard of PJ Upholstery in Drury deserves a mention – the Fiat's interior trim, very much influenced by Zagato and Lancia designs of the period, was hellish difficult to reproduce. Given that the interior of the car is a special place to be, Peter's attention to detail made sure it remained exactly that – special!

The extraordinary life and times of Carlo Abarth ended with his much-lamented death at the age of 71 in 1979. His belief that small cars would find the loyalty of – and success for – owners worldwide, was well placed. Small is truly beautiful. 



1961 FIAT-ABARTH 1000 BIALBERO
'RECORD MONZA'

Engine	Four-cylinder in-line
Capacity	982cc
Bore/Stroke	65mm x 74mm
Valves	DOHC, two valves per cylinder
Comp. Ratio	9.3:1
Max. Power	67kW @ 7100rpm
Max. Torque	98Nm @ 5500rpm
Fuel System	Two twin-choke Weber 36DCL4
Transmission	Four-speed manual
Suspension (F/R)	Independent by coil springs/ transverse leaf spring
Steering	Worm and sector
Brakes (F/R)	Drum/drum
Wheels	Magnesium alloy
Dimensions:	
Wheelbase	2000mm
Track (F/R)	1150/1160mm
Overall Length	3470mm
Width	1350mm
Weight	550kg
Performance:	
Max Speed	200kph
0–100kph	8.2 seconds
Standing ¼ mile	15.9 seconds
Average Economy	6.8–13.3 litres/100km (9.2 combined)



New Zealand 2019

THE MARTINBOROUGH HOTEL

ZAGATO CENTO

On the last weekend of November, just as we went to press, a group of enthusiasts and their cars gathered in Martinborough to celebrate Zagato's 100th anniversary. Our photographer, Cam Leggett, was there to record this special occasion.





GEORGE NICCOL BEGG



RACING CAR CONSTRUCTOR PART I

George Begg was to New Zealand motor racing what Enzo Ferrari was to Formula One - and he turned Drummond into the Maranello of Southland

Story by Allan Dick Photos as credited



In his prime. George Begg has some deep thinking to do as he and Jim Murdoch ponder something over O18 (Photo Terry Marshall)

In the fifties, sixties and seventies, when cars were scarce and regarded as valuable ‘investments’, New Zealand struggled to get its own motor industry going – the Trekka, maligned and loved in equal parts, being the only successful attempt.

Racing cars were considered frivolous, so bureaucrats made them even more difficult to obtain. That explains why we had so many homemade specials forming the backbone of the sport in that period. But getting a racing-car industry underway was no trouble for George Niccol Begg – the one-man tyro who designed and built 18 racing cars in a remote corner of Southland.

Car number one was a humble creation, powered by a motorcycle engine. Car number 18 was advanced, sophisticated and competed against the world’s best in Formula 5000 racing.

George died in 2007 aged 77, his cars and his personal efforts having become increasingly appreciated and valued. Now, Joc’ and Scott O’Donnell of Invercargill have decided it’s time to honour this Son of Southland in the same way that Burt Munro has been honoured.

On February 13, 2020, the O’Donnells are to open a museum in Invercargill dedicated entirely to George Niccol Begg. It joins the Richardson Transport World and Motorcycle Mecca in their portfolio of establishments honouring motorised transport.

The great thing is that of the 18 cars built, most are still in existence in one shape or another.

And the annual classic motor racing meeting at Teretonga in February is to be renamed the George Begg Festival.

TOUGH TIMES

George Begg was about as Southland as you get. He rolled his rrrrs, didn’t tolerate fools gladly, wasn’t afraid of hard work, was unflashy and didn’t like wide boys, while his views were very black or white. But he was actually born in Warepa, a rural area of South Otago, where his parents managed a farm for his grandparents. And another misunderstanding is that while he became famous for his racing cars, his first loves – both as transport and as a racing machine – were motorcycles.

George was born on April 3, 1930, the youngest of four children. His brother Aubrey, older by 12 months, would go on to be a farming leader and also a National MP.

George got his hands oily.

Initially, times were tough for the Begg family, particularly after the farm had to be sold in the closing stages of the Great Depression with the family moving into Balclutha. But they had a lifeline: the Begg family had owned, for a generation or two, shares in a small tea company in India, and George’s father eked out a living tramping the streets, selling tea from house to house and farm to farm.

In 1937, the new Labour government decided on further land reform, purchasing large farms and breaking them into smaller units that were available by ballot.

George’s parents won a ballot for a 10,000-acre farm near Clinton in South Otago, paying the deposit by selling their shares in the tea company.

There was no house on the property, and at first the family lived in almost pioneer conditions, with no electricity and no running water. George and Aubrey slept in a rough shed, the walls of which were covered in old carpet to keep the wind out, and his mother did the family’s washing in a nearby creek.

His parents and the two other children lived in a lean-to, with his mother cooking meals over an open fire.

A neighbouring family were the Aysons; they are still there, with Derek Ayson being an accomplished rally driver.

The situation wasn’t ideal, and, soon after, Mrs Begg and the four children moved into a rented house in Clinton, where they had weekend visits either from their father or to the farm – transport being provided by a 1925 Buick tourer that George’s father retained for several years.

The Clinton farm was sold in 1941, and George became a Southlander when his parents bought a dairy farm near Winton.

Although his father preferred sheep to cows, it was a good living. George disliked farming, hated cows and decided he wanted to be an engineer. He had a strong interest in all machinery that moved, and model aeroplanes hung from the ceiling of his bedroom – models he whittled from the soft wood of apple boxes.

Engineering and Early Racing

He travelled each weekday by train to technical college in Invercargill and at age 16 applied for an engineering apprenticeship at the Hillside Railway Workshops in Dunedin. He wasn’t accepted, but his father arranged for an apprenticeship with the Dunedin company of J & AP Scott. Scotts handled general engineering, as well as reconditioning car and truck engines.

At first, George’s Dunedin transport was a pushbike, but another older brother, David, had left a 1929 BSA motorcycle back at the family farm in Winton when he had gone

teaching. George purchased this from David for £10 and it was railed to Dunedin.

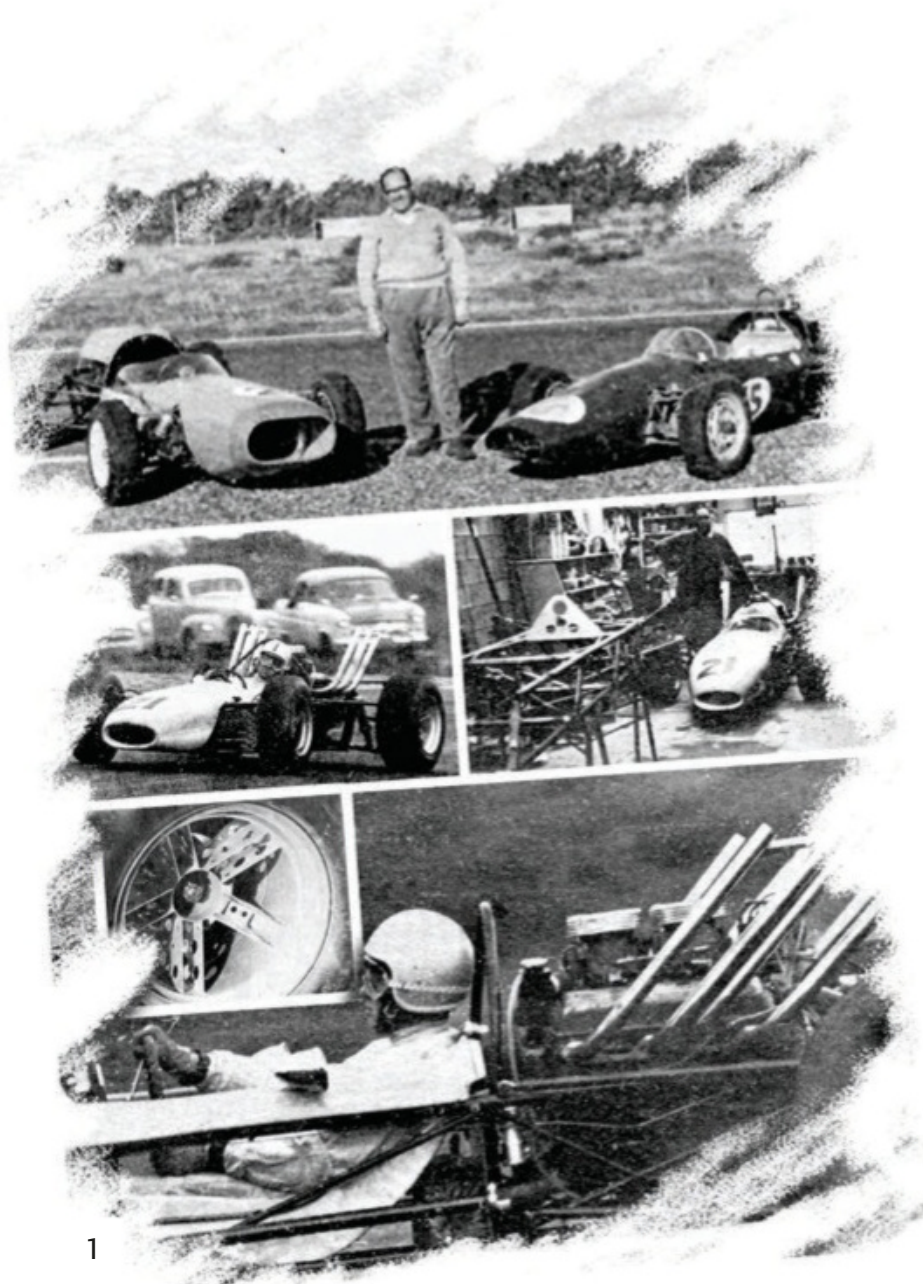
There was a lot wrong with the bike, and George had to push it some six kilometres from the railway station to where he was living in St Kilda.

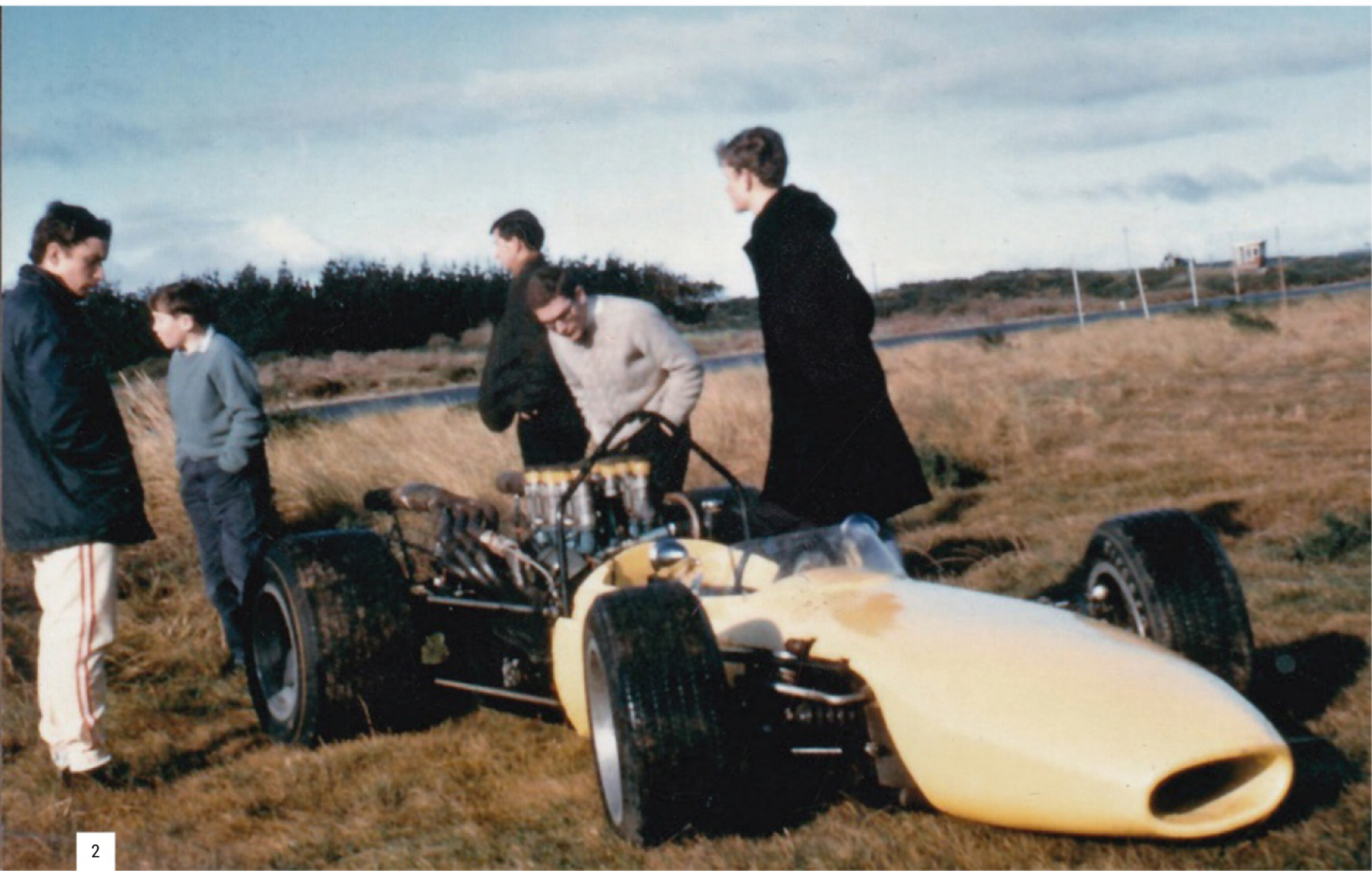
With a lot of fiddling, he got the bike going and fell in love with the spell of the open road – the wind in his hair, the freedom to roam and the throb of the engine.

The BSA was sold for a profit at £40. He bought a 1938 Royal Enfield 500 for £80 and joined the Otago Motorcycle Club. His first race meeting was at the legendary ‘Ammo Track’ in Kaikorai Valley, Dunedin – a short, dusty dirt track in an area where ammunition had been stored during World War II. Then followed a hillclimb at Bethunes Gulley – where he fell off – and beach racing at Long Beach.

As well as competing, he also used the Royal Enfield for touring: first around Central Otago, then the rest of the South Island, and then, over the summer of 1951/1952, a trip to Auckland and back with a mate. That was a heroic adventure at the time.

George had been canny with his money and in 1952 ordered a brand-new BSA 650 twin (commonly known as the Gold Flash). It arrived, partly





2

assembled, in a crate, and George had no trouble putting it together.

He still had the Royal Enfield, which he had continued to modify and improve, and it would now do a genuine 100 miles per hour!

Girls played no real part in George's formative years, but motorbikes and a sense of adventure did. In mid-1952, with the Gold Flash barely run in, he and a mate, Doug Johnston, decided to quit their jobs, sell their bikes, buy a van and head out to explore New Zealand.

They stopped in Taumarunui (on the main trunk line) in the central King Country – a remote backwater in those days, known only as a railway refreshment stop and the subject of a New Zealand folk song.

Together they found good paying work as engineers in a timber camp, and they took up their motorcycle-racing career where they had left off down south.

With equal shares, they bought a racing 500cc Triumph Twin and a 350cc Velocette so they could share the bikes in both major classes of racing. Doug was the faster of the two riders, but George was steady and very enthusiastic.

When Doug's brother died, the bikes were sold and Doug returned to Dunedin. George stayed in Taumarunui, buying a 1952 Manx Norton off Rod Coleman in Whanganui that he raced at various meetings around the North Island.

Eventually, he returned to his family in Winton and worked first at a local garage, but he got tired of climbing under muddy cars and trucks in the Southland winter and so he took up work at an engineering company in Winton, where he taught himself welding and the finer arts of rural engineering.

In mid-1954 he got very, very itchy feet and wrote to a bloke in Auckland he had made friends with while racing. He suggested they team up, head for the UK, buy a racing bike each and compete at the Isle of Man!

Now, there was a real idea!

This bloke, Bob Cook, also thought it was a great idea, so George left Southland to find high-paying work at the Kawerau mill under construction in the Central North Island to fill his bank account. Bob joined him there.



3

1. These photographs appeared in the writer's publication *autoNEWS* back in 1967. They show George with his first two cars, the 650 and the 1600. Then we see George in the 'Toyshop' with the just-completed Begg Chevrolet/Daimler. Next is the Begg Chevrolet on debut at Teretonga in June 1967 with Barry Keen driving, plus a close-up photo of one of those famous steel wheels
2. Lawrence Brownlie looks a bit anxious as he stands and looks at the Begg Chevrolet. He escaped a high-speed crash
3. After its debut at Teretonga in June 1967, the Begg Chevrolet then had the planned Daimler motor fitted to it and was sold to Lindsay Tosh, who raced it for several years, before George bought it back as a test bed for his first F5000 car (Photo Terry Marshall)



5

With their bank accounts in healthy states, George and Bob left New Zealand in late June 1955 aboard the good ship *Rangitiki*, bound for the UK and high adventure.

OVERSEAS ADVENTURES

There were no shipboard romances – George and Bob were too highly focused for that – and they found the four-and-a-half-week voyage “dead boring”.

In the UK, George went directly to the AJS factory and lightened his wallet to the extent of purchasing a brand-new 7R 350, while Bob, not quite as cash-rich, settled for a second-hand machine.

George and Bob were both awestruck by the Isle of Man, the legendary circuit and the extraordinary people.

Practice lasted a week, during which time they both gained in confidence. In the Junior race, out of the 80 starters George finished 22nd, and in the Senior race, starting 86th, he finished 35th – both highly commendable.

For the next year George and Bob were motorcycle-racing gypsies, sleeping in their van, racing, touring, seeing as much of the UK as they could and also finding engineering work at English Electric.

A year later they were back at their already much-beloved Isle of Man, where results were similar to the year before.

George was very much in love with the place – not just because of the racing, the spirit of the people and the challenge of the circuit, but also because he had met Freda, the woman he was to marry and spend the rest of his life with.

Back in England, they continued racing and touring, going to Scotland to visit ‘Begg country’, but at a race meeting at Aintree, Bob came off and was taken to hospital unconscious. There seemed to be nothing really wrong, but later that night a policeman came to George’s lodgings and told him Bob had died.

This news literally knocked the stuffing out of George, but after the funeral service (cremation, and the ashes being sent back to New Zealand) George decided to stay on in the UK and continue racing. However, after witnessing a fatal crash and a lot of racing in the rain, he started to feel vulnerable.

But the Isle of Man still called, though this time, not for racing; he bought an ex-Post Office Morris Eight van for transport and headed to the island for work, as well as to court and marry Freda.

In mid-1957, George and Freda left the Isle of Man, heading for his family in Southland – it would be 29 years before they got back.

SETTING UP SHOP IN DRUMMOND

George got a job with Invercargill Engineering Limited, and he and Freda rented two rooms in a house. For transport he bought an early-model Morris Eight – this was mid-1957, and parts of that car are integral to this story right to this day.

Unhappy in Invercargill, he and Freda moved to Drummond, and George started an engineering business in an unused double garage on his father’s farm.



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5. George’s fourth car was the sports car seen here in the paddock at Wigram 6. Leo Leonard bought the Begg Chevrolet, converting it to a F5000 and racing it for one season (Photo Terry Marshall) 7. An old sign in Drummond – but today, there is nothing at all (Photo Terry Marshall)

There wasn't a lot of money – George had about £100 in cash, and his father loaned him £500 he'd borrowed on his life insurance policy.

At first, he did the sort of general jack-of-all-trades work that engineers/mechanics do in rural New Zealand, but one day he saw a brochure for an Australian device called a sheep handler. Foot rot was a problem, and this device allowed farmers to capture a sheep, turn it upside down and get at the feet easily. He thought it had possibilities, so he designed and made one of his own and tested the market. The market liked it, orders came rushing in, and GN Begg Engineering was well on its way.

So well, in fact, he could get out of his father's garage, so he bought an acre off a nearby farmer and built first a workshop and two years later a home. The GN Begg Sheep Handlers were selling brilliantly, and by 1960 both land and factory had been paid for and there was only a small mortgage for the house.

[Author's note: When I left school in 1957, I worked for a Dunedin-based stock and station agent and we ordered many of the Begg Sheep Handlers for farmers.]

George spent a lot of time looking at other lines to add to the sheep handler and came up with a front-end loader for tractors. This also proved a big seller, and to cope with the demand George employed his third staff member, Ewan Nicoll. Ewan's son Brian Nicoll would later join George's small workforce to help build the racing cars.

At around this time, George was approached by Spencer Allen, a man who ran a Todd Motors-franchised garage in South Auckland. Allen was interested in a joint venture project for Auckland, building George's front-end loaders. Over the years, other equipment, including seed drills and tractor safety frames, were also made.

A deal was done, the firm of Begg & Allen was created, and Spencer Allen's son, Rob, was sent to Drummond to learn how to become an engineer.

Freda's father died in 1963 and she returned to the Isle of Man, leaving George in the house with their two young daughters and a Plunket nurse to look after them. While Freda was away, from almost out of nowhere George thought about building a racing car. One Friday night he went into Invercargill and in Whitcombe and Tombs (later Whitcoulls) he found the book *Racing and Sports Car Chassis Design* by Mike Costin with David Phipps. He bought it and read and re-read it several times. He decided that he should build a small and light car, powered by a motorcycle engine. More than anything, this was firstly an intellectual exercise in designing, and secondly a test of his engineering skills. He had no ambition to race it, although he did much of the testing on the long, straight and lonely roads around Drummond, and he did put the car through a sprint.



7

THE FIRST BEGG

The car took 18 months of spare time to build, and the racing chores were handed over to a young local driver, Barry Keene, who had shown a lot of skill married to mechanical sympathy – two things George wanted in a driver. Barry had previously driven a Triumph Herald and an MG TF1500.

The first Begg was a conventional enough car, based on a space-frame and powered by a BSA 650 engine, and, at the front, he added the wheels and brakes from the Morris Eight he had bought when he first returned to Southland!

In 1964, Keene adapted quickly to the car and he was soon lapping Teretonga at one minute 14.2 seconds, the same lap time recorded by Ross Jensen in the ex-Stirling Moss Maserati 250F in February 1958.

Also in 1964, George's fortunes were going well enough for him to buy his first brand-new car – a Chrysler Valiant, one of the first. It replaced an Austin A70 pickup that had, in turn, replaced the Morris Eight that had now been pirated for racing-car parts!

The Begg 650's first appearance was at a hillclimb near Winton, where George summed it up with a modest "the little car seemed to go quite well..." Begg raced the car through 1964 and 1965, with Barry Keene driving, and it dominated the smaller-engine-capacity classes of the famous South Island Specials, races that were a fixture at most meetings in the South Island.

George never really hankered after the 'big time' and he was, at first, content to focus on the South Island Specials Series, because he felt an affinity for cars designed and built locally by people on a budget. That was really where George felt most comfortable.



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8

But there was one race that he wanted to win above all others – that was the South Island Specials race at Wigram, the once-a-year meeting at the Christchurch RNZAF base.

The Begg 650 was sold to a young local farmer, Allan McCully, who showed some real talent, while George got down to the business of designing his second car – a step or two up from the 650.

This car would also be rear-engined, but with a larger and more powerful engine – something around 1.5 litres.

The engine of choice would have been a Ford Cortina unit, but they were in big demand and therefore expensive, and he would have been doing the obvious. Instead he bought a 1600cc engine out of an insurance write-off Hillman Minx and the transmission out of an equally damaged front-wheel-drive DKW.

The engine was dispatched to Ray Stone in Auckland to have more power extracted, while George got on with the business of designing and building a new space-frame.

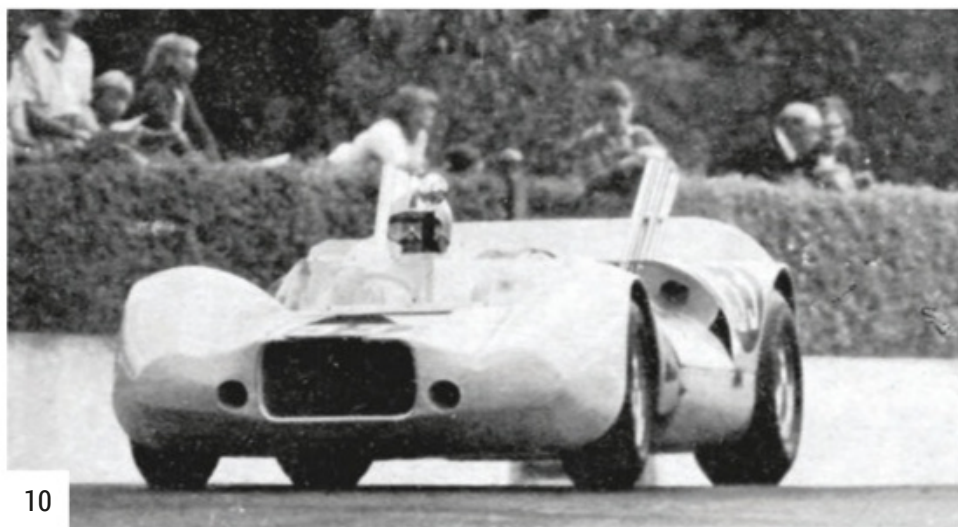
This was a more advanced car than the 650 and could be likened in many ways to the Brabham and Lotus racing cars that dominated our 1.5-litre National Formula. But George used proprietary parts like brakes, wheels and suspension, so the finished product was still very much more a New Zealand Special rather than a copy of a factory car.

George was a one-man team, and apart from the mechanicals he also created the look of the car and the body – with the best will in the world, you could never have described his second car as a thing of great beauty.

Instead of Barry Keene, for the new car George approached a local doctor, Dave Bruton, who had showed a lot of speed when he bought Harold Heasley's Humber 80. Bruton won the South Island Special Series, but the much-wanted Wigram win eluded George after Doctor Dave spun while leading, resulting in third place.

George's restless and fertile mind was looking for fresh fields and greater challenges, and he decided to contest the New Zealand Sports Car Championship for the 1966/1967 season.

This was a huge step for the small team from Drummond.



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SPORTS CAR CAMPAIGN

The original plan was to power this new car with a Daimler V8 motor out of a crashed SP250 sports car. The rumour has always persisted that the motor came from the SP250 owned and raced by Lawrence Brownlie. The motor was sent to a specialist, but when it became obvious it wasn't going to be ready in time, George bought a new Chevrolet 283-cubic-inch V8 crate motor.

The car was again a space-frame using the motor driving through the most expensive item George had ever bought for any of the three cars – a Hewland HD500 gearbox that had been brought out by Freda's mother when she visited.

At first glance, the wheels on the new sports car looked like some sort of factory alloys – but these would have been prohibitively expensive and were, in fact, fabricated steel ones made in George's expanding racing-car workshop, soon to be called the Toyshop.

[Author's note: I always thought these wheels were alloys, but last year I was chatting to both Brian Nicoll and Barry Keene at the Edendale Crank Up, and Brian told me they were fabricated steel but designed to look like factory alloys. They fooled me.]

The Chevrolet engine was mildly modified. It initially only had a Duntov cam, but later George bought an inlet manifold with two four-barrel Rochester carbs. These came later in the season from Lindsay Neilson, who was fuel-injecting the Chev V8 motor he had bought off Red Dawson, along with the 1938 Willys Coupe that was powered by the engine.

Again, George styled the car and fabricated the body himself, and while the fit and finish wasn't Mulliner standard, the car had an attractive, purposeful look to it. I liked it with its short nose, big mouth, cut-off Kamm tail and the smoke-stack exhausts.

Barry Keene was back as the works driver with the sports car, and the first meeting was the road race at Renwick on the outskirts of Blenheim.

It was a full-on drive from Drummond to Renwick with four in the Valiant – George, Barry Keene, Brian Nicoll and Royd Roberts – and the sports car behind.



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[Author's note: I'm interested to see in a family memoir that George said, "The car went reasonably well at Renwick, but not as good as we hoped." To the onlooker (and I was one), the first appearance of the Begg sports car at Renwick was full of promise for a brand-new car. By now George had become a bit of a legend in motor racing circles in the South.]

George wanted to contest the full sports car series so, between Renwick and the Grand Prix meeting at Pukekohe, more power was extracted from the engine by the addition of the two four-barrel Rochester carbs.

At Pukekohe, Keene finished a very strong third behind Andy Buchanan's Ferrari 250 LM and Jim Boyd's Lycoming.

At Levin, the almost continual left-hand bend that comprised most of the circuit saw the carbs loading up, and the car wasn't at its best.

At Wigram there was a strong second to the Ferrari, with another third at the Teretonga international, but there was a moment of glory when Keene had the audacity to go around the outside of Buchanan's Ferrari in the loop!

Keene, in the Begg, finished the season at third place in the championship. George seems to have been disappointed – maybe he was expecting his car to defeat the Lycoming more often? But, to the rest of us, it was a brilliant entry to the national motor racing scene for the small team from Drummond.

The car had first appeared at Renwick with the body in plain alloy, but somewhere along the way it was painted yellow, which became George's unofficial racing colour – although the shades varied from pale cream to screaming yellow.

The sports car was sold, minus engine and gearbox, to Brent Hawes. What was next for George's imagination? 🏎️

Allan Dick concludes his tribute to George Begg in the next issue of NZ Classic Driver

8. View of the Beggs at the Edendale Crank Up. Closest is one of the 'production' FM3 Formula Fords, and next is the space-frame Begg Twincam – a long-lost car – then the Begg Chev/Daimler, the McBegg and 018

9. A number of Beggs were gathered together at the Edendale Crank Up early in 2019. This photo strategically shows the first (the 650) and the last (the 018), plus some information about the 650

10. Here, Barry Keen is seen in the Begg sports car at the one-off Timaru Road Race

11. Brent Hawes raced the sports car at Wigram

12. George Begg enjoying his time at the tribute to him in Invercargill after he had retired and gone to live in Australia (Photo Terry Marshall)



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1970 Corvette ready to head home after a rebuild

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VIEWED + REVIEWED

British rallying history, Hayden Paddon's story, the outrageous X-Bow and a calendar full of Alfa Romeos

Wherever possible, New Zealand retail prices are quoted although please bear in mind that prices can vary. In some instances, the price quoted may be that of an overseas supplier.



THE GREAT BRITISH RALLY (VELOCE)

By Graham Robson & Martin Holmes | Review book: www.veloce.co.uk | ISBN 978 1787113 68 8

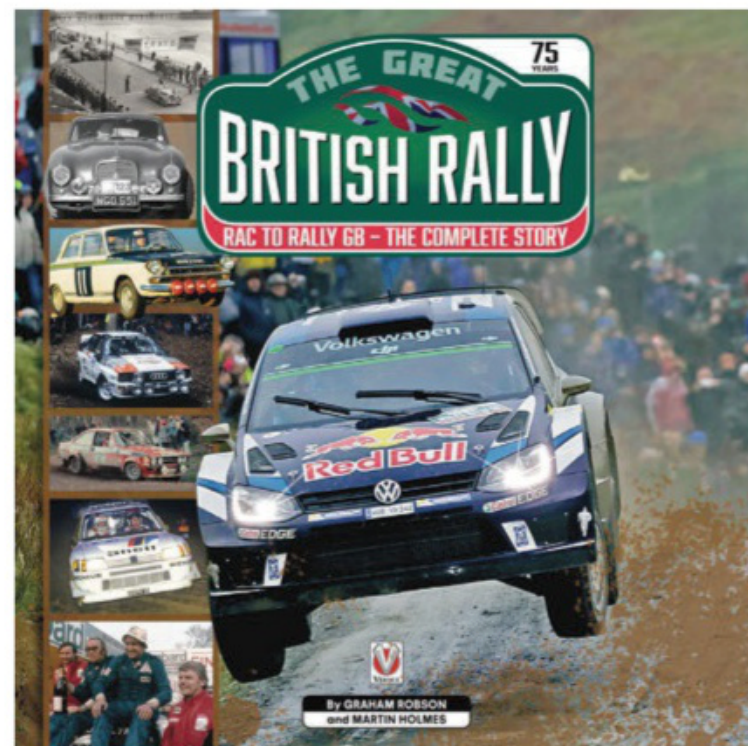
When the very first RAC Rally was run in 1932, rallying was very different to what it is today. That inaugural event saw entrants putting in 1000 miles of motoring over ordinary roads, finishing with a series of driving tests. Being a pursuit for motoring gentlemen (and gentlewomen), there was no official outright winner and instead awards were made in a number of classes. In fact, there would be no official overall winner of the RAC Rally until 1951, that event being won by Ian and Pat Appleyard in their Jaguar XK120.

As rallying became more professional, by the 1950s automakers were entering works backed teams, and as a young lad, I still remember watching the films produced by companies such as Triumph, Sunbeam and Austin-Healey covering their exploits on both home and international rallying events.

This thoroughly informative book covers the entire history of the RAC Rally through all its various guises and sponsors, with its 2019 running as Wales Rally GB marking this iconic event's 75th anniversary.

Up until the 1970s, the variety of cars that won the rally was diverse and interesting, including the Appleyards' XK120 (also winners in 1953), Godfrey Imhof's thunderous Allard J2X (1951), Peter Harper's Sunbeam Rapier (1958), Erik Carlsson's Saab 96 (1960–1962) and Rauno Altonen's Mini (1965). The 1960s ended with the Lancia Fulvia at the head of the field, but the Ford Escort era was about to begin and they would dominate the rally for almost the entirety of the 1970s. From there we come to the crazy Group B era and into the modern WRC cars most familiar with today's rally enthusiasts. It's a great story, well told by veteran motoring writer Graham Robson and professional rally co-driver and journalist, Martin Holmes. I have to admit that my interest began to wane a little towards the latter half of the book, but I don't count myself as being a particularly keen follower of the WRC – for me the early days were much more interesting, especially with regard to the sheer variety of cars; everything from Volvo PV544s to Rover P5s, Ford Anglias, Aston Martin DB2s and even the odd Rolls-Royce.

Anyone interested in the development of rallying will want to add this book to their collection; informative, interesting and well illustrated, *The Great British Rally* is also a great read.



\$63.95

ENTER & WIN

We have one copy each of *Driven: My Story*, *The Great British Rally* and *KTM X-Bow* to give away to our readers. To enter simply send an email with your postal address to: editor@classicdriver.co.nz – include the title of the book you'd like to win as the email subject. Entries close February 14, 2020.

BOOK WINNERS

NZ Classic Driver #86:

Historic New Zealand Racing Cars

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ALFA ROMEO CALENDAR 2020

\$29 (free shipping nationwide)

\$29

Stephen Perry, whose photography has featured on several *NZ Classic Driver* covers – including the Citroën Safari featured in this edition – has just released his 2020 calendar. As an Alfa Romeo owner and enthusiast, Stephen has chosen to feature the Italian marque in his calendar – with 12 lovely shots of a variety of Alfas ranging from a pair of Giulias from the 1960s to the present day Stelvio SUV. A great present for Alfa lovers – or simply grab a copy for yourself!

To order your copy of the *HighArt Photography Alfa Romeo Calendar 2020*, contact: stephen@highartphotography.co.nz or Ph 0274 909 978



DRIVEN: MY STORY (PENGUIN)

By Hayden Paddon | Review book: www.penguin.co.nz | ISBN 978 0 14 377403 7

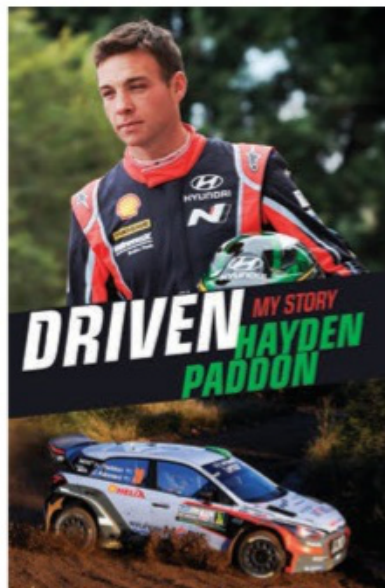
As I pointed out in my review of *The Great British Rally*, I'm not a huge fan of modern-day rallying – and I find that every WRC hot-hatch looks pretty much the same. As such I was a little leery about reading through *Driven*. However, although the book was written with the undoubted assistance of Catherine Pattison, motoring journalist with the *Otago Daily Times*, Paddon's thoughts come over loud and clear.

From his early days in Geraldine, through to his first motorsport outings in go-karts and in a Mini nicknamed 'The Brick', Paddon talks about the support and guidance he received from his family and especially his father, also a keen rally driver, and his eventual ascent through the rallying ranks. Remarkably frank and honest, Paddon pulls no punches and lays many aspects of his personal and public life open for examination, including the tragic crash in 2017 that resulted in the death of a spectator and his sudden ousting from Hyundai the following year.

Rallying aside, after reading this very enjoyable book, what came through most strongly was how, with encouragement from his father, Paddon was able to realise his early ambition to become a WRC competitor. Negotiating all the obstacles placed in his way and managing to attract enough sponsors to allow him to achieve the goals he had set for himself.

If you're a WRC fan, you've probably already got a copy of this book but even if your interest in rallying is minimal, *Driven* is still worth reading simply because of the inspirational tale it tells and Paddon's honest and forthright telling of that tale.

[Buy a copy of *Driven* and you can also enter a draw to win hot laps at Highlands Motorsport Park in Cromwell with Paddon, for you and a friend.]



\$40



KTM X-BOW (VELOCE)

By Thillainathan Pathmanathan & Anne Christine Reck | Review book: veloce.co.uk | ISBN 978 1 787114 3303

With its hi-tech carbon-fibre monocoque and over-the-top styling, you'd think that only the Brits could've designed the X-Bow (pronounced crossbow) as it'd make a perfect match with other British track-day creations such as the 'scaffolding tube' Ariel Atom, central seat BAC Mono or the madder versions of the Caterham 7. However, as the name suggests, the X-Bow was actually designed, developed and built by KTM, the Austrian motorcycle manufacturer. The British still played their part and Colin Chapman's dictum "simplify, then add lightness" is present within the X-Bow's DNA.

Launched at the 2008 Geneva Motor Show, the X-Bow featured cutting-edge technology and was built with few budgetary concerns, the aim being to produce a startlingly styled track car that could also be used on the road. Weighing in at only 790kg, the X-Bow makes total use of its 220kW turbocharged, intercooled Audi 2-litre engine, demolishing the 0–100km dash in less than four seconds before storming on to a top of just over 230kph.

Rather famously, when reviewed on *Top Gear*, Clarkson and May had some fun with the car's unnecessarily complex start-up procedure.

This book, written by passionate joint-owners of an X-Bow, covers the full design, development and construction processes of the car via a tour around the KTM factory, with additional details covering the model's motorsport history as well as an insight into what it takes to drive and maintain one of these unique sports cars. Packed with details, this book probably isn't one for the general reader, and I found some of the more technical sections rather heavy-going. But for those with a love of cutting-edge technology – and the ability to understand all the technicalities that go into producing advanced vehicles – this fully illustrated volume will hit the spot. And after you've absorbed all the information contained within these pages, have a spare \$145,000 and a fancy owning your own X-Bow, visit xbownz.co.nz to check out what's available in New Zealand.



\$91.95



KEN WHARTON

From humble beginnings as a mechanic, Ken Wharton competed in off-road trials, hillclimbs, rallies, sports car racing, and also Grand Prix races. He won the British Hillclimb Championship four times between 1951 to 1954, the Brighton Speed Trials in 1954, 1955 and 1956, and the Tulip Rally in 1949, 1950 and 1952. On July 4, 1954, with Peter Whitehead, he won the Reims 12-hour race in a Jaguar D-Type. Wharton died when his Ferrari Monza crashed during a sports car race in support of the 1957 NZIGP at Ardmore.

With the full cooperation of Wharton's surviving family, Jason Wharton is now writing a new book, *Ken Wharton: Motor Racing Champion*, that will be published in a limited edition in 2020.

This book will outline Wharton's early years, humble origins, the start of his career, war experiences, his personal life and his tragic early death. There will be a photographic section researched from archives around the world using photographs that, by and large, have not been seen before. Wharton's extensive motor racing record will be researched and presented in tabular form. Lastly, there will be notes on the famous cars that Ken Wharton raced, illustrated with period photographs.

Jason is currently undertaking extensive research for the book and is very keen to hear from anyone who remembers any interesting facts about Ken's life and his achievements.

Send any material with references to: Jason Wharton, c/o Smethwick Heritage Centre Trust, Victoria Park Lodge, High Street, Smethwick, Birmingham, B66 3NJ, United Kingdom. Ph +44 (0) 121 555 7278, via email: jjw@whartonmount.co.uk or through the Facebook of Smethwick Heritage Centre





Words: Allan Dick

BURNING A GREY PIPE

NZ Classic Driver's founder has his say



How many people have you met who can start a conversation with “Stirling and I had lunch with Douglas Bader ...”?

Les Thacker can.

I got to know Les via Facebook after I learnt he was the man who took one of the greatest photographs ever of Chris Amon dancing his 312 F1 Ferrari around Oulton Park in 1968 on his way to second place. Actually there are two almost identical photographs of Amon from that day. Both show Amon’s uncanny car control with the Ferrari delicately paused on opposite lock – the second was taken by Nic Loudon.

Michael Turner did a painting based on one of these photographs, and on my first visit to Ferrari HQ in 1994, as a Kiwi and a Chris Amon fan, I was pleased to see a huge wall-sized mural of one of these photographs in the showroom/reception area.

Both are superb studies of Amon at his very, very best, and once I realised that Les Thacker was the man who took one of those photographs I became an instant fan.

He’s recently been on his first visit to New Zealand, and we had him stay in Ōamaru at Chez Dick for three nights where he regaled us with story after story after story.

His first career was in the British Army – a

short but spectacular period over which a veil of secrecy has been drawn via confidentiality agreements! Then he moved to BP and became the global manager for BP Motorsport. This was when the giant British oil company rivalled Shell for its involvement in international motorsport, and as a consequence Les was a highly influential figure who got to know everybody, and everybody wanted to know him!

He left BP and went on to become a consultant to motorsport teams and a photographer of some note. His subjects included cars, horses and lovely women – “Sophia Loren was even more lovely in real life than up on the big screen.”

He remains well connected, but private.

I took him to the first day of the Waimate 50 revival meeting and he loved the laid-back atmosphere. “Like F1 used to be before Bernie ...”

Not that he had anything but praise for Mister Ecclestone – “The sport owes Bernie a lot.”

THAT AMON PHOTO

It was taken at the Oulton Park Gold Cup meeting in the UK on the August 17, 1968. It was a non-championship Formula One race – something we haven’t had for decades now.

It wasn’t a big field – just 13 starters – and of those, seven retired.

Graham Hill (Lotus 49) was fastest in practice, followed by Jackie Stewart (Matra), then Amon, Jack Brabham (Brabham), Jackie Ickx (Ferrari), Pedro Rodriguez (BRM), Jackie Oliver (Lotus 49), Derek Bell (Ferrari) and the others.

Hill conked out and Stewart won from Amon and Jackie Oliver.

“Chris was on scintillating form that day and his bad luck stayed away for the car to last the distance,” says Les Thacker. “We all knew that the Ferrari didn’t have the power of the Cosworth DFV engine cars, but Chris put on a display that was both spellbinding and absolutely consistent. Lap after lap after lap he thrilled the crowd with his deft display of controlled oversteer and four-wheel drifts. It was magic to watch.”

OUT TO THE TEMPERO SHED

Les had a bucket list for his visit to New Zealand and at the top was a visit to Rod Tempero’s establishment on the southern outskirts of Ōamaru – in a former hen shed! It was Labour Day but Rod was only too pleased to open up and show Les around.

Of course the whole Tempero thing started



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1. The fantastic Les Thacker action shot of Chris Amon at Oulton Park with a fistful of opposite lock
2. Les Thacker and Rod Tempero looking over the start of a second Ferrari GTO build in the Tempero workshop just outside Ōamaru
3. Craftsmanship of the highest order. Detail of a car under construction at Tempero's
4. Riley was a British car maker that was renowned for its sports cars and sports sedans. This is a Brooklands Riley at Auckland's Henning's Speedway. Drivers included Reg Grierson, Arthur Dexter and George Smith. In Dexter's hands it won the 1933 Prosperity Grand Prix around the streets of Ōrākei

off with C- and D-Type Jaguars. Les has a UK-built C-Type Jaguar replica back home, but while Rod has no C-Types on his order books at the moment, what he *did* have had Les salivating.

There was a Ferrari 250 SWB chassis and body that had arrived and Rod and his team are to complete the job. There's also an Aston Martin DBR-1 nearing completion and another couple of Ferraris. The Ferrari GTO Rod completed a couple of years ago was in a dark corner, back for a service and oil change, and the body buck Rod made for that GTO is being used again as Rod has started on a second order for this most delicious of cars.

I pop in and see Rod often, but I never tire of his genius – nor his modesty.

ANGLOPHILES

We celebrated 100 years of Bentley last year, and the interesting thing is that if it weren't for the Germans, there'd be no more British Bentleys.

Germany is actually made up of many people who are Anglophiles – those who admire anything and everything British! And that explains why BMW and Mercedes-Benz went to war over who got to own Rolls-Royce/Bentley. And they both have made first-class jobs of reviving both brands.

And it also explains why BMW had a rush of blood to the head and bought the cot-case that was BMC/British Leyland/Rover. And boy, there are an awful lot of once-proud old British car names wrapped up in that lot. Anyone care to list them all?

That mad takeover seemed to be orchestrated by Bernd Pischetsrieder, the bloke who headed BMW at the time. In the 1990s I heard him speak a couple of times and he was glowing in his praise for everything British. He even promised to breathe new life back into old and forgotten names and was particularly keen to see a revival of Riley.

What BMW have achieved with Mini (and



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Rolls-Royce) is remarkable but they quickly learnt that the bad old British ways that drove the entire industry over the edge were still deeply ingrained. So they walked away.

However, a BMW-engineered Riley might have been something else.

RILEY ROAD TRIP

I once drove a Riley 4/72 from Dunedin to Christchurch. It was really one of those Farina-styled, one size-fits-all cars that were Austin A55s, Morris Oxfords, Wolseley 15/60s and Riley 4/72s. Blatant examples of badge engineering.

The basic base car wasn't a bad thing (for the time), but it was offensive to think that people would really believe the Wolseley 15/60 was anything other than a Morris or Austin with extra trim. Or that the Riley 4/72 was a genuine Riley.

So, what was the last real Riley? Well it certainly wasn't the Elf! That was even more of an insult to the once great name than the 4/72! True Riley believers will grudgingly accept that the Riley Pathfinder of 1953 was a 'Riley' because it was designed as a Riley by Gerald Palmer (who gave us the Jowett Javelin) to replace the lovely, but old-fashioned and traditional RM models.



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BURNING A GREY PIPE

The first of the new Pathfinders had the traditional double-cam Riley 2.5-litre engine, initially along with the front and rear suspension of the RM, but then added a daft idea of a right-hand, floor gearshift which nestled in a cut-out between the front seat and the driver's door!

But still, this was a Riley of sorts.

Then came the Nuffield/Austin merger and the Riley Pathfinder also became the Wolseley 6/90. Instead of the fruity sounding twin-cam four, the Wolseley version got the new OHV inline six, less complex suspension and a new grille.

The value of the Riley badge on the Pathfinder was immediately devalued.

Asking the question again, what was the last 'real Riley'? For my money it was the RM models made from 1945 to 1953 and available with either a 1.5 or 2.5-litre engine.

Okay, it was a pre-war design that may have been all right from 1945 to say 1949/1950, but by 1953 it was positively ancient. Despite that, it was a gorgeous, elegantly styled car that represented everything that Riley stood for.

In the late forties, I followed an English comic strip, Buck Ryan, that appeared in the *Dunedin Evening Star* newspaper. A feature of the comic strip was the accurately drawn cars of the period – mostly British. Buck, a private detective, drove a 2.5-litre RM Riley. The crim's drove other stuff like beetle-back Standard Vanguards.

A family who visited my home base of Brighton in the mid-fifties had a lovely 1936/37 Riley Kestrel. It was low, blue, shapely and sat on wire wheels. Started from cold, it would be reversed out of the small garage where it was kept and (properly) left running until it was thoroughly warm and everything was at operating temperature.



I remember clearly the low, heart-shaped radiator within its chrome grille, the low lines terminating in a sloping fast back.

I can still hear the idling burble of the exhaust and a strange whine that I thought was the Wilson pre-selector transmission. Did they actually have a Wilson gearbox? I knew not.

Yes, a BMW designed and engineered Riley might have been a very good thing.

THE WAIMATE 50

I've never made a secret of the fact I loved the original Waimate 50 meetings. I missed the first in 1959, but was there with my socks on from 1960 to 1966 when racing on the streets pretty much ended because of increasing danger levels.

But Waimate never really died. After a decent period of mourning there were some classic meetings, but for the past 10 years or so, step-by-step each year, local garage owner Rob Aikman, his wife Lynette (and now son Kurt)

and a small but enthusiastic club have moved closer to a goal of having a real street-race meeting again.

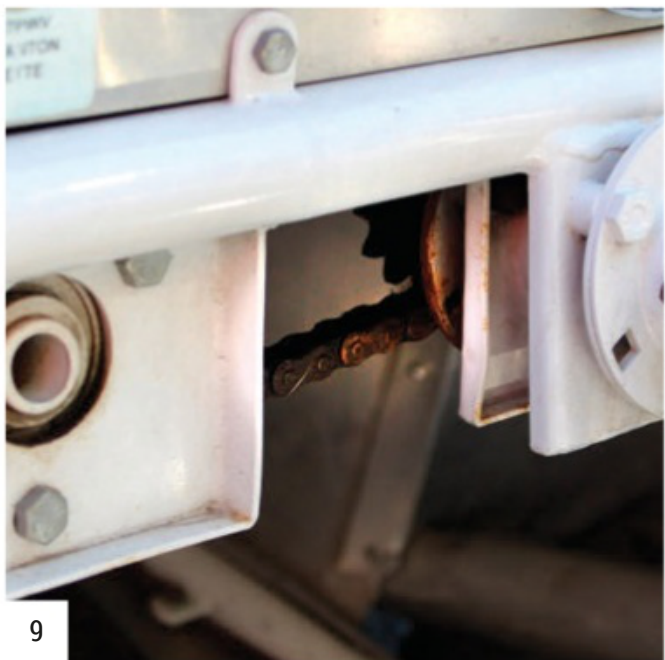
It started as sprints, and each year (given a safety tick by authorities) has ratcheted it up another notch for the following year.

They are lucky in having the full support of the council who moved heaven and earth to set up a circuit lined by concrete barrier with cross-over bridges. Setting up takes a week. Mayor Craig Rowley is a big fan.

The circuit is different to the original; it uses some of the same streets and it does go past the famous mural, but it's run anticlockwise whereas the original ran clockwise.

It's a three-day combined event, with the first day actually being a gravel hillclimb that attracts cars of the rally variety. The last two days are on the streets, and the fields are a mix of club-type cars, drift cars and classics – saloons, sports cars and single-seaters.





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Motorcycles also made an appearance this year.

There is still an element of 'these are not really races, they are demonstrations – nudge, nudge', but most people give it heaps.

The last time I went I had a great time. No, I sell it short. I loved it.

I only went on the Saturday when there was a huge crowd and the 'racing' was fast and furious. Although top speeds are modest, the circuit is tight and there's a premium on acceleration and braking, so racing is close – as it was in the old days.

It was old school and I am going to be there again.

If you love things the way they used to be, mark Labour Weekend down on your calendar. Go to waimate50.co.nz for more information. 



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5. It was great to see the replica Renault Dauphine Corvette out again at the Waimate 50 meeting 6-7. Battle between Fiat 125T and a Lotus Cortina, the latter claimed to be the ex-Kerry Grant car in which he won the 1964 Saloon Car Championship

8. View of the single-seater and sports car pit area across the cockpit of a speedway-style racing car

9. Yes, it's true, the steering of the Stanton Corvette is chain drive – just like its rear axle! The car was converted into a sports car from the original single-seater Stanton Corvette and this removed the need to alter the steering

10. After the Highlands round of the South Island Endurance Series, long-time racer Grant Aitken announced his retirement from the sport. Grant started in the very early seventies with a Mini which he modified to become a very fast car with engine capacity out to 1450cc. He had a long and illustrious career

11. A remarkable photograph of new Austin Minis and 1100s lined up outside the showroom of GT Gillies in Ōamaru. Gillies was famous as the company that bought all of the Army Surplus GMCs after the war – nobody was aware each came with a Jeep on the back and a winch on the front, tripling their worth!



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MEMORABILIA AND COLLECTIBLES

Words + Photos Andrew Bain

Before 2019 becomes a distant memory, Andrew takes time to reflect on the year that was; the cars that moved through his Motor House doors and the people that made it all worthwhile

As you would have read in my 'Young Gun' articles, people are drawn to a particular car for a certain reason. The reasons are often varied but nostalgia seems to be the common thread when it comes to classic-car ownership. I strongly believe that cars, like people, have personalities, and like people some vehicles will have lived pampered lives – perhaps being used sparingly for special occasions, possibly having been in the one family for generations or being freshly rebuilt to a better condition than when it left the factory new. However, other cars will have survived hard lives, not only wearing the odd battle scar but also having endured major mechanical transplants, body changes and even chassis alterations. Many cars in the 1950s and 1960s, for example, were highly modified for racing and trials. In these cases, digging deeply into the history of a car can be truly fascinating.

It is this history of a car or item of memorabilia that always intrigues me. The vision of the item being purchased new, the excitement of that initial purchase, the background of the purchaser and object's later life. Where it lived or was garaged, the stories it heard, the boom times and depressions

it saw and the number of hands it passed through before it ended up on the polished floors, or sitting in a display case in my Motor House.

With many items I have no understanding or documentation of their past, but with others an encyclopaedia-like folder of history makes for most intriguing reading. History is a hard thing to value and to many it means very little, but to me and many others it is what sets one item apart from another.

SPECIAL TREASURES

I had the pleasure of brokering a stunning 1955 MGTF earlier last year. The car had been sold new in America and had done very little mileage since new. The car was sold by the estate of the original owner to my client in New Zealand. When it arrived here my client undertook a partial restoration after researching its fascinating history. Its past life was not what had attracted him to the car originally, but once he discovered the history he viewed the car in a completely different light.

Some of my favourite vehicles that I had the privilege of brokering sales for in 2019 included an Austin-Healey 100/6, Jaguar E-Type, Aston Martin DBS, Rolls-Royce Phantom III, Mini Cooper S and a very early Citroën DS. All of

these have stuck in my mind for their history and the lives they have lived. Part of the excitement of my job is knowing that when classic cars roll out of the Motor House doors they will be let loose to write the next chapter of their often very colourful history.

Reflecting on the year ahead, and after much measured consideration, I have come to the conclusion that many of my treasured items of memorabilia need to be given new homes.

A UNIQUE OPPORTUNITY

I am excited to announce that Bains Classic Motor House will be holding a Classic Car, Memorabilia and Antique auction on site in the Motor House on February 23, 2020. Car clubs and individuals are invited to attend what will be an exciting auction day in the North Canterbury countryside, with sale items ranging from enamel car badges to radiator mascots, boxed corgi and dinky cars from the 1950s, rare black and white New Zealand motorsport photographs, to early motoring advertising, hand-built scale models and many other collectibles.

To me some of the more special treasures are not necessarily the most valuable. For example one of my favourites is a photograph taken in the




late 1920s of the Blue Star Taxi fleet lined up on Park Terrace in Christchurch, a very historic image in many ways. Another favourite is a full bound set of *Autocar* magazines dating from January 1970 through to December 1982, a total of 47 bound books including indexes. These were part of a huge book collection and make interesting reading for anyone interested in cars of that era. A beautifully framed original watercolour of Sir Malcom Campbell in Blue Bird, accompanied by three biographical books is also an interesting lot. Books, stitched motoring flags from original dealers' showrooms, leather travel cases, antique furniture and even a baby grand piano will all be lots included in the auction.

A line-up of classic vehicles will also be on offer on the day. 



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STILL A FUTURE FOR FOSSIL FUEL VEHICLES

Our fears of a zero future for heritage motoring as the Government implements its Climate Action Plan would appear to be too pessimistic.

Contrary to expectations, the much fanfared Zero Carbon Bill contains no identifiable provisions that might be applied to phase out or limit the heritage-motoring fraternity's continuing use of fossil fuels. Fundamentally all it effectively does is establish a Climate Change Commission to prescribe solutions to the climate-change problem and set targets for reducing emissions. But the new Act will also require the Commission to curtail programmes designed to achieve those targets if they may cause adverse economic impacts.

Indeed, a ban on the import of fossil fuel vehicles proposed by the Ministry of Transport has already been rejected by the Government.

Despite the Ministry's contention that forbidding fossil fuel vehicle imports from 2035 onwards would result in a net \$2.26 billion economic benefit, Associate Transport Minister Julie Anne Genter has confirmed any fossil fuel ban is "not something we're investigating right now".


Obtained under the Official Information Act and published on the FYI website, the Ministry of Transport briefing document from March 2018, pointed out that France, the UK, Scotland, Norway, Holland and Germany are requiring new cars to be emission-free or low emission by dates varying from 2025 to 2040. But our Government has decided against imposing similar restrictions because New Zealand is too far behind other countries in updating its vehicle fleet, and lower-income Kiwis unable to afford new or used electric vehicles would be left with too few mobility options.

Meanwhile the forerunner of the new Climate Change Commission has already advised the Government that New Zealand lacks sufficient sustainable generation capacity to power a new fleet of up to four million electric vehicles as well as meet all the existing demands for electricity.

In a report submitted to the Government earlier this year, but only publicly released in

July, the Interim Climate Change Committee (ICCC) warned that massive overinvestment in wind turbines would be needed if fossil fuels were to be phased out and New Zealand's power generation capacity become totally renewable. The economic effect would be a projected 14 per cent increase in domestic power charges while the price to industrial users would be 39 per cent higher.

It would seem to require a currently unaffordable multi-billion dollar investment in New Zealand's power generation and supply networks in order to realise Environment Minister James Shaw's dream of 95 per cent electric vehicles. Unless of course we shut down the Tiwai Point smelter, increase coal imports from Indonesia, and all cook our evening meals on backyard barbecues.

Despite the FOMC's previous concerns about the impact of the Climate Action Plan on the ongoing use of heritage vehicles and collectable classics, there appear to be no significant plans at this time which would have the effect of curbing the continuing enjoyment of our hobby. But as is already happening in the United Kingdom, Europe and Australia there is always the potential for regulatory restrictions to be imposed on the use of older vehicles. 



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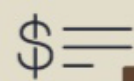
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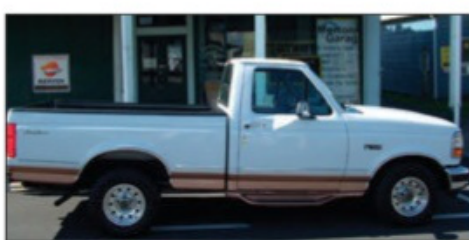
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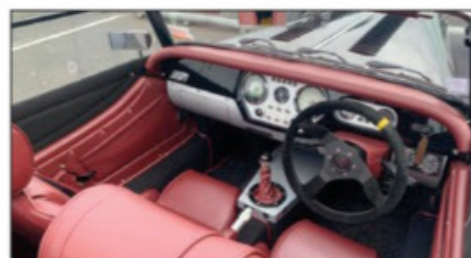
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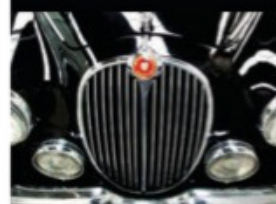
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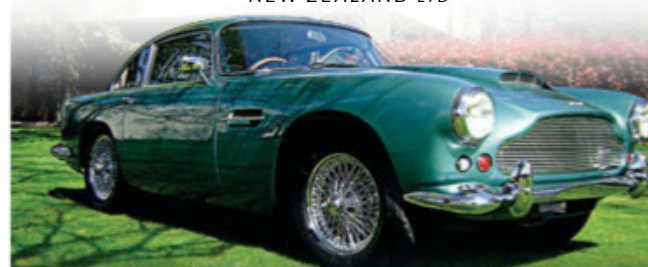
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CROSSWORD 30

Clues Across: 1. Old-fashioned term for the side of the vehicle farthest away from the kerb (3-4, or 7) 5. Model name for the Humber variant of the Rootes/Chrysler Super Minx and Arrow series designs (7) 9. Model name for Fiat's very successful pre-war 508 series family saloon and small sports car (7) 10. BMC Australia's six-cylinder variant of Austin UK's A60 saloon; it failed to break Holden's grip on the local saloon market (7) 12. Fearsome twin-engine Alfa Romeo racing car of the mid-1930s; fast but a poor-handling tyre-eater, its only success was in straight-line speed-record attempts (8) 13. Model name for pre-war Riley four-, or rarely six-cylinder 1.5-litre sports car; sports-racing variants won several important races at the time (6) 14. French car builder founded by Fiat in 1934/5, a big seller in France through to the early 1970s, by then under Chrysler control (5) 15. Austin's successful A40 saloon built from 1947 to 1952, a successful car in the NZ market (5) 19. Japanese market name 1989-95/6 for the upmarket 'fun-to-drive' division of Mazda (5) 20. Extremely unsuccessful French racing car, one only built in 1934 for 750kg GP racing - fail, then used again in 1938-9 GP racing - fail, and finally sport cars in 1948 - fail; however, the car still survives! (5) 24. This now almost universally used tyre construction system was introduced and popularised by Michelin soon after WW2 (6) 25. French pioneer supporter of front-wheel-drive systems, aluminium body construction and alternative power units in his long career (8) 26. British specialist company for undercar componentry, brakes and shock absorbers, etc. became part of the Lucas organisation pre-WW2 (7) 27. Accessory attachment for motorcycles, allowing carriage of extra passengers and/or goods (7) 28. Model name for Daimler's mid-size saloon built from 1949-53, so named to honour Prince Philip as Daimler capitalised on the company's Royal association (7) 29. Model name for the mid-level trim option of the first series Dodge Dart in 1960-61 (7)

Clues Down: 2. Lancia's V6 saloon, cabrio and GT range built from 1957-70 (8) 3. Successful 1974 onwards coupe version of VW's Golf saloon car range, built in three generations (1974-81,

1981-92 and 2008-17 (8) 4. Low-production UK sports car, designed for mud-plugging trials, and usually powered by side-valve Ford 8 or 10 engines (6) 6. Sporting versions of Saab's 1990s 900/9000 saloons, so named in the UK to honour Saab's champion rally driver (8) 7. Christian name of the leading Italian car designer/coachbuilder Frua (1913-83) (6) 8. Model name for one of the last model three-wheel Reliants, built 1982-97, with one special high-g geared high-compression variant supposedly able to top the ton at 100mph (6) 11. NZ racing circuit, reputedly the world's most southerly - take a trip one day - it has several good viewpoints (9) 16. British coachbuilding family, eight of whom were involved in at least three major coachbuilders using variants of the family name (8) 17. Ex-GM executive, whose high-flying career spectacularly self-destructed when his own late '70s/early '80s car production venture failed dramatically (2,6) 18. Top-model nameplate (1955-2007) for many Fords in USA and Australia, named after Henry Ford's house

and estate (8) 21. Spanish word for 'road', used as part of the name for Chevrolet's station wagon-derived pick-up (6) 22. An important name in US automobile history, this marque name remained active on the US market till 1955, but a company offshoot continued in Brazil till 1970 (6) 23. Model name for the Isuzu/Holden version of the GM T-car, aka Vauxhall Chevette, Opel Kadett and many others (6)

ANSWERS TO ISSUE 86 CROSSWORD

Across: 1. Checker 5. Octavia 9. Dry-sump 10. La Salle 12. Dubonnet 13. Astura 14. Delta 15. Hyper 19. Jalpa 20. Repco 24. Nagari 25. Cherokee 26. Pirelli 27. Javelin 28. Deutsch 29. Heinkel
Down: 2. Hercules 3. Cosworth 4. Ermini 6. Coatalen 7. Abarth 8. Islero 11. Steyr Puch 16. Cadillac 17. De Lorean 18. AC Petite 21. Rapide 22. Kadett 23. Delage



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